

SOUTH EAST AUSTRALIAN TRANSPORT STRATEGY INC



Strategic Transport Network

Creating Economic Development

By

Improving Transport Networks

In

South East Australia

2010

CONTENTS

EXECUTIVE SUMMARY	i-v
1. INTRODUCTION.....	1
2. OBJECTIVES.....	3
3. STRATEGIC CONTEXT.....	4
3.1 Federal Policies and Strategies	4
3.2 State Policies and Strategies	8
3.2.1 Victoria.....	8
3.2.2 New South Wales	10
3.3 Local Policies and Strategies.....	12
3.4 Industry Policy and Strategies	12
4. SEATS STRATEGIC NETWORK.....	13
4.1 Background.....	13
4.2 The SEATS Region	13
4.3 SEATS Strategic Transport Network	13
4.3.1 Existing infrastructure	13
4.3.2 Proposed Future Infrastructure.....	15
4.4 Strategic Network Criteria	16
4.5 Flow of Goods.....	18
4.6 Local Projects (The Last Mile)	18
5. ECONOMIC ASSETS OF THE SEATS REGION	19
5.1 Metropolitan Cities	19
5.2 Regional Cities.....	19
5.3 Major Regional Centres	19
5.3.1 Major Regional Centres (NSW) (Based on Department of Planning Regional Planning Strategies for Illawarra, South Coast and Sydney- Canberra corridor)	19
5.3.2 Major Regional Centres (Victoria).....	19
5.4 Major Towns	20
5.4.1 Major towns (NSW) as defined by NSW DoP	20
5.4.2 Major towns (Victoria).....	20
5.5 Sea Ports	20
5.5.1 NSW Sea Ports	20
5.5.2 Sea Ports Victoria.....	21
5.6 Airports (National).....	22
5.6.1 National and International.....	22
5.6.2 2nd Tier Airports	22
6. ECONOMIC DRIVERS.....	23
6.1 Introduction.....	23
6.2 Tourism.....	24
6.3 Employment Lands	24
6.3.1 Employment lands in NSW.....	24
6.3.2 Employment lands in Victoria	24
6.4 Agriculture, Forestry, and Mining	25
6.5 Fishing.....	25

7.	SOCIAL DRIVERS	27
7.1	Access to Services	27
7.2	Employment.....	27
7.3	Safety	27
7.4	Social Inclusion and Ageing Population.....	28
7.5	Access to Ports/Cities.....	29
8.	CURRENT ROAD STATUS WITHIN STRATEGIC NETWORK.....	30
8.1	Categories of Roads	30
8.2	Categories of Roads in SEATS Strategic Network (NSW).....	31
8.3	Categories of Roads in SEATS Strategic Network (VIC)	34
9.	CONCLUSION	36
10.	APPENDICES	38
10.1	SEATS Strategic Network 2007	38
10.2	Priority Projects – 2003, 2007, 2009.....	38
10.3	Selected Demographic Data	45
10.4	Employment Lands	48
10.5	Local Tourism	48
10.6	Local Agriculture Forestry and Mining	50
10.7	Selected Crash Data.....	52
	List of SEATS Members	55
	Acknowledgements	56
	References	57

Chief Executive Officer
 Chris Vardon OAM
 PO Box 2106
 MALUA BAY NSW 2536
 Phone: 02 4471 1398
 Fax: 02 4471 3741
 Email: seats@acr.net.au

Copyright 2010
SEATS – South East Australian Transport Strategy Inc.

Executive Summary

SEATS area and region based approach

South East Australian Transport Strategy (SEATS) aims to stimulate and facilitate investment in transport and infrastructure in south eastern New South Wales, eastern Victoria and the Australian Capital Territory (the region bounded by the Hume Highway between Sydney and Melbourne and the coastal strip between Western Port Bay and Wollongong). Members of SEATS include local government, regional development organisations, government agencies, regional industry and academics. The area includes 22 Local Government areas and the ACT.

Inter-regional freight movements between major intercity regions origin-destinations are projected to grow by 2.8% per year (tonnage). This relates to a doubling in 25 years – road is predicted to grow 3.3%pa and rail 1.9%. (BITRE National Road Network Intercity traffic projection to 2030.)

In developing and improving the transport network, the importance of planning and prioritising individual infrastructure projects that have a wider benefit is paramount.

SEATS objectives

The SEATS Regional Strategic Network (SRSN) has been developed to achieve the following for the Region:

ECONOMIC COMPETITIVENESS by managing congestion and known road blocks in order to improve access to jobs, ports (both sea and air) and key locations of economic activity. A key goal is to reduce the cost of doing business in the region.

ENVIRONMENTAL PROTECTION by providing sustainable transport systems and networks aimed at meeting the needs of planned population growth while minimising the impact on the environment from land take, entry use, greenhouse gas and noise emissions.

ENHANCED LIVABILITY by improving people's access to places of work, education, recreation, public health services with a safe and user friendly network.

GOVERNANCE by ensuring that decisions on regional infrastructure investments on transport are well informed with improved integration of transport planning evaluation and assessment, generally decisions to comply with federal and state audit frameworks as required.

Purpose and audience for this document

This document is intended as a resource for SEATS members and also is intended to provide a strategic network context for SEATS priority projects. It may also be used to provide political parties, politicians and government agencies with a background to SEATS ethos, priorities and aims.

Policies and Strategies

This strategy has been developed recognising Federal Government policies such as the Nation Building Program, the AusLink White Paper 2004 and 2007 corridor strategies for Sydney – Melbourne, Sydney – Wollongong, Melbourne Urban corridor and the Melbourne – Sale corridor strategy.

State strategies have also been recognised in the development of this document such as the Victorian Transport Plan 2008, New Priorities and Directions for Victoria's Port System 2008; the Victorian Freight Network Strategy 2008 together with the Victoria Local roads (supply chain) strategy developed in 2009 and the National Transport Links – Growing Victoria's Economy 2007. A prior document entitled Moving Forward – Making provincial Victoria the Best Place to Live and Work was also referenced.

In NSW several strategies have been recognised in this document including NSW State Plan 2009 – Investing in a better future; Building the Country Package; NSW State Infrastructure Strategy 2008-18; Integrated Land Use and Transport Planning Policy Package 2001; Sydney - Canberra Corridor Regional Strategy 2006-2031; Illawarra Regional Strategy (2006-31); Network and Corridor Planning Practice Notes 2008; and Princes Highway Safety Review 2004

Local Policies and Strategies such as Gippsland Transport Strategy 2008-2020; High Country Tourism Transport Network; Strategic Gap Analysis 2007 and SEATS Strategic Network: A Preliminary Definition 2007 have also been used to develop this strategy document.

Industry Policy and Strategies including AusRAP Australian Road Assessment Program 2007; AusRAP Australian Road Assessment Program 2008 and the Timber Industry Roads Evaluation Study Vic 2001 have also been considered in developing this framework.

Economic Drivers

The economic drivers may be summarised as:

- Agriculture, Forestry, Mining
- Industry, Construction, Utilities
- Retail, Accommodation, Transport
- Finance, Property, Government
- Education, Health, Services

Land set aside for economic development (known in NSW as “employment lands”) is becoming a significant economic driver.

Social Drivers

In developing this strategy the importance of employment opportunities, access to services, social inclusion and the ageing population and the effect of climate change and other environmental issues has been of importance.

Strategic Network

Existing infrastructure

Links (Rail)

- Main Sydney to Melbourne rail corridor
- Bomaderry to Sydney rail corridor
- Bairnsdale to Melbourne rail corridor
- Moss Vale to Sydney rail corridor
- Canberra to Goulburn
- Maldon-Dombarton

Links (Road)

(a) Significant Freight Corridors

- Hume Highway (Sydney-Melbourne) – including Barton and Federal Highways
- Princes Highway
- Picton Road (Wollongong to Hume Highway)
- Southern Freeway/Masters Road/Springhill Road from Gwynneville to Port Kembla Port
- Illawarra Highway
- MR92 (Princes Highway at Nowra to beyond Nerriga)
- Kings Highway
- Tumut to Hume Highway at South Gundagai (Gocup Road)
- Monaro Highway
- Snowy Mountains Highway
- Imlay Road (Forestry Road) (linking Eden Port to Bombala)
- Strzelecki Highway
- South Gippsland Highway
- Bass Highway
- Healesville to Koo Wee Rup Road (Koo Wee Rup to Pakenham)
- Western Port Highway (Dandenong Hastings Road)
- Clyde – Five Ways Cranbourne Road

- (b) Tourist Routes
- Moss Vale Road (Nowra to Moss Vale)
 - Brindabella Road (Tumut to Canberra)
 - Kosciusko Road and The Alpine Way (Cooma to Thredbo)
 - Great Alpine Road (Bairnsdale to Wangaratta via Victorian Alps)
 - Phillip Island Road (Anderson to Cowes)
 - Wilsons Promontory Road (Meeniyan/Foster to Wilsons Prom)
- (c) Links (Ports)
- Port Kembla
 - Eden
 - Hastings
 - Barry Point
- (d) Links (Intermodal Terminals)
- Port Kembla (road, rail, sea)
 - Moss Vale (road, rail / enterprise zone)
 - Hume Highway Distribution Centres (Yass, Albury)
 - Goulburn (road, rail, air)
 - Tarago (road, rail - currently waste only)
 - Eden (road, sea)
 - Wagga Wagga (road, rail)
 - Bairnsdale (road, rail)
 - Morwell (road, rail)
 - Port Hastings (road, rail, sea)
- (e) Links (Air) – Where Regular Passenger Traffic (RPT) occurs
- Canberra
 - Merimbula
 - Moruya

Proposed Future Infrastructure

This includes those priority projects which SEATS will advocate to all levels of government over the next few years.

Links (Rail)

- Maldon–Dombarton Railway – Sydney (subject to economic analysis and viability study outcomes)
- Tumut–Cootamundra – reinstatement of railway link
- Dandenong rail line – triplification Caulfield to Dandenong – increases capacity for Bairnsdale line for freight
- Cranbourne–Dandenong line – duplication
- Railway connection between Port Hastings to Gippsland (medium term)

Links (Road)

- Hubbing the Monaro, Barton, Federal and Kings Highways at Queanbeyan/North Canberra.
- Connection to Port Hastings from Gippsland.

Proposed Intermodals

- Goulburn
- Morwell
- Canberra

Proposed Airports

- Subject to completion of the current study on Sydney second airport.

Proposed Seaports

- Barry Point development

Link to / with priority projects

Developing this strategy has been predicated on the premise that all projects prioritised by SEATS must meet, to varying degrees, the criteria established by federal and state funding agencies particularly Infrastructure Australia.

This document establishes the reasons why this criteria must be met wherever possible and clearly indicates the responsibilities of each priority project to meet the regional benefit approach now adopted by project funding bodies.

What next?

This strategic document will be regularly updated to ensure that it remains an effective tool for SEATS members to use when determining projects for funding.

The region needs and deserves the most efficient level of infrastructure that can be provided and it is SEATS aim to stimulate this investment in order to provide sustainable employment growth within the region to ensure its ongoing viability.

1. INTRODUCTION

South East Australian Transport Strategy (SEATS) aims to stimulate and facilitate investment in transport and infrastructure in south eastern New South Wales, eastern Victoria and the Australian Capital Territory (the region bounded by the Hume Highway between Sydney and Melbourne and the coastal strip between Western Port Bay and Wollongong). Members of SEATS include local government, regional development organisations, government agencies, regional industry and academics.

This document is intended as a resource for SEATS members and also to provide a strategic network context for SEATS priority projects. It may also be used to provide political parties, politicians and government agencies with a background to SEATS ethos, priorities and aims.

In understanding regional economic development it is fundamental that the base infrastructure needs both to be in place and of an adequate standard to deliver an efficient network for moving freight, people and commodities both within and outside the region. This network includes road, rail, sea ports, airports and intermodal facilities.

In developing and improving the transport network, the importance of planning and prioritising individual infrastructure projects that have a wider benefit is paramount. SEATS has and will continue to work to stimulate this planning and logical prioritisation to deliver a progressively improved network throughout the region to link the region to markets and ports.

The priority projects are developed to enhance the transport connectivity network. SEATS endeavours to develop priorities, understanding the consequences of such prioritisation and ensuring that proper decision making is based upon that knowledge. SEATS members have made these decisions on the basis of the regional context rather than the strict parochial needs of a particular area within the region.

This document forms the understanding of what the SEATS Transport Network is, and sets the template for the prioritisation of individual or groups of projects within the region.

This report is produced with significant input from SEATS members whose contribution is gratefully acknowledged.

Some data produced by the Australian Logistics Council provides further background to the importance of transport and logistics (T&L) to the Australian economy.

“The value added by Australian T&L is equivalent to approximately 14.5 per cent of Australia’s GDP

Transport earnings arising from Australia’s external trade totalled \$13.1 billion in 2004/05

For the major freight modes, growth in economic activity is projected to increase the annual:

road tonne-kilometre task by 56.2 per cent to 303.1 billion tonne-kilometres, by 2014/15

rail freight task by 98.2 billion tonne-kilometres, or 52.9 per cent, to 283.8 billion tonne-kilometres by 2014/15

domestic shipping task by 24.3 tonne-kilometres or 21.3 per cent to 138.3 billion tonne-kilometres in 2014/15

tonnes carried by international shipping by 448.0 tonnes or 65.8 per cent by 2014/15”

Between 2003 and 2020 the Bureau of Transport and Regional Economics (BTRE) expects non bulk freight to increase by 82% in tonne-kilometre terms, representing an average growth of 3.6% per year (BTRE Report 112). Bulk freight is expected to grow by 2.3% per year over the same period. The BTRE also notes “In terms of tonne-kilometres, only 10 per cent is urban. Ninety per cent is non urban-that is, interstate and rest of state.”

The non urban, interstate and rest of state component is of particular importance to the SEATS region.

2. OBJECTIVES

The SEATS Regional Strategic Network (SRSN) has been developed to achieve the following for the Region:

2.1 **ECONOMIC COMPETITIVENESS** by managing congestion and known road blocks in order to improve access to jobs, ports (both sea and air) and key locations of economic activity. A key goal is to reduce the cost of doing business in the region.

2.2 **ENVIRONMENTAL PROTECTION** by providing sustainable transport systems and networks aimed at meeting the needs of planned population growth while minimising the impact on the environment from land take, entry use, greenhouse gas and noise emissions.

2.3 **ENHANCED LIVABILITY** by improving people's access to places of work, education, recreation, public health services with a safe and user friendly network.

2.4 **GOVERNANCE** by ensuring that decisions on regional infrastructure investments on transport are well informed with improved integration of transport planning evaluation and assessment, generally decisions to comply with federal and state audit frameworks as required.

3. STRATEGIC CONTEXT

The following policies and strategies are provided as a guide only for recognising and tying in Federal, State and Local strategies when making submissions for projects within the SEATS region. It is essential that reference be made to the content of appropriate policies and strategies to underpin project reports and submissions.

3.1 Federal Policies and Strategies

A report to the Council of Australian Governments by Sir Rod Eddington (Dec 2008) provides a new approach to infrastructure provision.

- “A national and balanced approach

Infrastructure Australia’s aim is to drive the development of a long term, coordinated national approach to infrastructure planning and investment, focusing on transport, water, energy and communications.

- Infrastructure Australia’s objectives are to:
 - Increase the economic standard of living for Australians;
 - achieve environmental sustainability and reduced greenhouse gas emissions; and
 - improve social outcomes, quality of life and reduced social disadvantage in our cities and regions.
- Infrastructure Australia will pursue these objectives through seven strategic priorities being:
 - expanding Australia’s productive capacity;
 - increasing Australia’s productivity;
 - diversifying Australia’s economic capabilities;
 - building on Australia’s global competitive advantages;
 - developing Australia’s cities and regions;
 - reducing greenhouse emissions; and
 - improving social equity and quality of life in our cities and regions.
- Infrastructure Australia’s approach to infrastructure planning and investment reflects the following principles:
 - A national perspective to complement state and territory ambitions.
 - Infrastructure Australia has taken a national perspective in setting priorities for infrastructure investment by adopting a principle-based approach with a strong cooperative national focus.
 - A triple-bottom line approach.

Infrastructure Australia has given regard to economic, environmental and social benefits, costs and outcomes when making assessments and providing advice. It has sought to balance across all three areas, by placing a strong emphasis on benefit to cost ratio analysis (including wider economic benefits).

- Efficient use of existing infrastructure and resources

Infrastructure Australia has considered a wide range of potential solutions – looking beyond new capital projects to assess other areas requiring change such as existing operational processes or existing resource allocation or existing methods of pricing.”

Nation Building Program

The package brings forward the nation building agenda. “By building and repairing our roads, rail and transport infrastructure, we are boosting the competitiveness of our economy and investing in the drivers of productivity growth across the economy.”

National Transport Policy Framework, a new beginning 2008

State and Territory Transport Ministers were invited to develop a coordinated national policy framework and plan covering:

- Economic framework for efficient transportation marketplace
- Infrastructure planning and investment
- Capacity constraints and supply chain performance
- Urban congestion
- Climate change, Environment and energy
- Safety and security
- Strategic research and technology
- Workforce planning and skills
- Social inclusion
- Governance

AusLink White Paper 2004

Provides a strategic approach to the Australian land transport network and infrastructure delivery. The white paper sets out the following national objectives:

“AusLink will promote sustainable national and regional economic growth, development and connectivity by contributing to the development of an integrated National Network which:

- improves national and interregional connectivity for people, communities, regions and industry;
- improves national, interregional and international logistics;
- enhances national, interregional and international trade;
- enhances health, safety and security;
- is consistent with the obligations to current and future generations to sustain the environment;
- is consistent with viable, long-term economic and social outcomes;
- is linked effectively to the broader transport network.”

Sydney Melbourne Corridor Strategy 2007

The Sydney Melbourne corridor forms the north western boundary to the SEATS region, and forms part of the process of developing corridor strategies for the AusLink national network.

“The Hume Highway will continue to be the major interstate route linking NSW and Victoria, with the Princes Highway predominantly serving regional centres and tourism along the coastal route.”

Sydney-Wollongong Corridor Strategy 2007

This strategy provides the strategic context for the northern end of the SEATS region, and forms part of the AusLink process of developing corridor strategies for the AusLink National Network. The strategy recognises, amongst other things, the following:

“It is the primary conduit from Sydney to the south coast of NSW and Port Kembla, one of the major economic drivers in the region.

The Princes Highway, Southern Freeway and Mount Ousley Road provide an essential link for freight and passengers between Sydney and Wollongong, and for through traffic such as freight and tourists destined for regional centres along the south coast of NSW.”

Melbourne Urban Corridor Strategy 2007

This strategy provides the strategic context for the south western end of the SEATS region.

This forms part of the AusLink process of developing amongst other things, the corridor strategies for the AusLink National Network. The strategy recognises:

“Melbourne accounts for around 20 per cent of National Gross Domestic Product and is an important national transport corridor linking main eastern road and rail routes. It contains Australia’s largest sea port and the second largest air freight hub. Melbourne is also the second largest city in Australia with 3.6 million residents. In addition to managing a large intra urban transport task, the transport infrastructure in Melbourne serves the Bass Strait trade and supports the transport needs of southern NSW, regional Victoria, and South Australia.”

Melbourne-Sale Corridor Strategy 2007

This corridor provides an important link for freight, tourism and commuter traffic between the wider Gippsland region and Melbourne. The strategy recognises, amongst other things, the following:

“The western end of the corridor is surrounded by the rapidly expanding municipalities of Casey and Cardinia. The pace of population, commercial and industrial growth in these suburbs presents significant traffic pressures.

In the middle section of the corridor, there is a cluster of major towns (including Warrigal, Moe and Morwell) that are based on major industries such as electricity generation, dairying, timber, paper production and services. This middle region generates substantial freight transport demand, especially for regional products being transported to Melbourne and national markets, and as exports (mainly through the Port of Melbourne).”

“The eastern part of the corridor, from Traralgon to Sale, supports agriculture, timber, gas, and service industries, as well as the Royal Australian Air Force base at Sale. The transport of quarry products also comprises an important transport task.”

3.2 State Policies and Strategies

3.2.1 Victoria

The Victorian Transport Plan 2008

The plan sets out the investment needed “for a prosperous, liveable and sustainable Victoria”. Priorities for decision making are set out as:

- “Using transport investment to change the shape of Victoria to make jobs and services more accessible.
- Linking regional, rural and metropolitan Victoria so all parts of the state share in the benefits of population and economic growth.
- Creating a metro system by improving the capacity, frequency, reliability and safety of public transport.
- Linking our communities by closing gaps, reducing congestion and improving safety on our roads.
- Lowering our carbon footprint from transport.
- Strengthening Victoria’s and Australia’s economy by supporting freight, industrial growth and new jobs.”

Port Futures: New Priorities and Directions for Victoria’s Port System 2009

The executive summary states “The Goal of Port Futures is to introduce improved policy and strategy settings to ensure that the contribution of Victoria’s ports to state and national economic prosperity and sustainability is maintained and maximised.” The strategy identifies the following key priorities and actions in relation to port trade roles and development:

- “The Port of Melbourne, the largest container and general port in Australia, will continue to develop its specialised capacity to handle containerised cargo;
- The ports of Portland, Geelong and Hastings will continue to focus on the bulk trades and bulk cargoes related largely to steel and aluminium production, and
- The role of the Port of Hastings to act as an overflow container port for the Port of Melbourne is also reaffirmed, with further assessment of timing of this development to be undertaken.”

Freight Futures: Victorian Freight Network Strategy for a more prosperous and liveable Victoria 2008

Freight Futures draws together a number of policies and strategies. The purpose of the strategy is stated as:

“The overarching purpose of the freight futures is to drive the development of an efficient, sustainable freight network for the future that balances the needs of the growing Victorian economy and population with the quality of life aspirations of the Victorian community.”

The key goals are stated as:

- “Maintain and improve the **efficiency** of the freight network – ensuring that the road and rail links, ports, terminals and related facilities for handling and moving goods around our cities, towns and State are operating to their maximum efficiency to support Victoria’s continued economic growth.
- Ensure the availability of sufficient **capacity** in the freight network to handle the growing freight task – both through achieving better utilisation of existing infrastructure and providing new infrastructure as required.
- Enhance the **sustainability** of the freight network – by planning and operating the network in a manner that maximises public safety outcomes and minimises environmental and amenity impacts on the Victorian community.”

The strategy also sets out eight objectives that have been adopted.

Victorian Local roads (critical links in the national supply chain) 2009

This is a submission to Infrastructure Australia. The document focuses on the key economic roles of local councils in the Victorian network, as:

- “Links for industry- agricultural, timber, resource industries (the first/last kilometre in the supply chain) and tourism
- Connections to international gateways such as ports and airports
- Links in peri-urban areas and other regions that connect new residential areas to employment areas
- Links in industrial growth corridors that connect freight hubs (first/last kilometre for High Productivity Freight Vehicles network), particularly in metropolitan Melbourne and major regional centres.”

Moving Forward: Making Provincial Victoria the Best Place to Live Work and Invest 2005

Moving forward is described as:

“A plan of action to position Victoria to respond to the challenges it faces, such as global competition, an ageing population, skills shortages and the ongoing need to rebuild our infrastructure”.

The plan is funded by the Provincial Victoria Growth Fund and the Regional Infrastructure Development Fund.

Future Farming: productive, competitive and sustainable 2008

Action 7 of the document refers to transporting products to market.

National Transport Links – Growing Victoria’s Economy 2007

The document details 30 priority projects in response to AusLink.

A Stitch in Time – Victoria’s Road Maintenance Strategy

The strategy is aimed at maintaining and improving the road network.

3.2.2 New South Wales

NSW State Plan 2009 – Investing in a better future

“The NSW State Plan is the NSW Government’s long term plan to deliver best possible services to the people of NSW.”

“The NSW state plan reflects the community’s vision for the future in which:

1. Our economy grows stronger-supporting **jobs** and attracting **business** investment
2. Our **transport** network is world class – safe, reliable and accessible
3. Our State is the **Clever State** – our children are better educated, our people more skilled and we are known for our research and innovation
4. Our **health** system provides the highest quality care accessible by all
5. Our State is the **Green State** – our energy is clean, our natural environment is protected and we are leaders in tackling climate change
6. Our cities and towns are great places to live, we experience a high **quality of life** and a strong sense of community
7. Our most disadvantaged **communities are strengthened** and our most vulnerable citizens are supported
8. Our police and justice systems **keep people safe**

The most relevant goals and priorities to SEATS are highlighted as follows:

- “Supporting business and jobs
 - Maintain and invest in infrastructure
- Better transport
 - Increase share of journey to work trips on a safe and reliable public transport system.
 - Consistently meet public transport reliability targets
 - Improve the efficiency of the road network
 - Maintain road infrastructure
 - Improve road safety
 - Increase walking and cycling
- Urban environment and lifestyle
 - Grow cities and centres as functional and attractive places to live, work and visit”

Of interest to SEATS members the current plan states that a number of documents are in development including:

Connecting NSW *The Transport blueprint*

Regional Transport Strategies

Connecting NSW *The Freight Strategy*

The State Plan also includes the Illawarra Local Action Plan.

Building the Country Package

According to the Department of State and Regional Development, the package “has been developed in response to consultation undertaken in rural areas as part of the State Plan and the Rural and Regional Taskforce.”

NSW State Infrastructure Strategy 2008-18

The Premier's introductory message states:

"It is also about ensuring that our capital expenditure is focused and strategic, which is why our funding is shaped around the State Infrastructure Strategy, a plan explicitly designed to meet the increasing demand for infrastructure as the population grows, the baby boomer generation ages and our suburbs and regions expand.

The State infrastructure Strategy shows the funding requirements needed to finance our infrastructure goals, as well as mapping capital investment in each of the State's six broad regions – Sydney, Central Coast, Hunter, Illawarra and the South East, North Coast and Inland New South Wales."

Integrated Land Use and Transport Planning Policy Package 2001

"The package provides a framework for State Government Agencies, councils and developers to integrate transport planning at the local and regional level."

The aims are stated as:

- "Improve access to housing, jobs and services by walking, cycling and public transport.
- Increase the choice of available transport and reduce the reliance on cars.
- Encourage people to travel shorter distances and make fewer trips.
- Support the viable operation of public transport services.
- Provide for the efficient movement of freight".

Sydney - Canberra Corridor Regional Strategy 2006-2031

"The Sydney-Canberra Corridor Regional Strategy applies to the local government areas of Wingecarribee, Goulburn Mulwaree, Upper Lachlan, Yass Valley, Palerang and Queanbeyan, and is one of a number of regional strategies prepared by the Department of Planning." Amongst other items the strategy contains sections on Economic Development and Employment Growth and Regional Transport.

Illawarra Regional Strategy (2006-31)

Developed by the NSW Department of Planning, the regional strategy "represents an agreed NSW Government position on the future of the Illawarra". The strategy, amongst other things, contains sections on regional transport and economic development.

Network and Corridor Planning Practice Notes 2008

The practice notes are developed for RTA planners, however, the notes provide guidance, on amongst other things:

“Developing the RTA’s long term position on the road network and corridors to assist other government agencies, including local councils, and the community to understand what may broadly be expected in respect of the management of a particular corridor in the future.”

Princes Highway Safety Review 2004

NSW RTA investigation of road safety between Yallah and the Victorian border. The report provides information on the role and function of the highway, crash analysis, road environment, pedestrian issues, stakeholder feedback and provides a strategic plan.

3.3 Local Policies and Strategies

Gippsland Transport Strategy 2008-2020

Prepared for Gippsland Local Government Network by Meyrick and Associates and updates the 2005 strategy. Provides a transport strategy and priorities for Gippsland.

High Country Tourism Transport Network: Strategic Gap Analysis 2007

Prepared by Meyrick and Associates to identify the strategic routes for high country (Great Dividing Range) tourism access.

SEATS Strategic Network: A Preliminary Definition 2007

Prepared for SEATS by Meyrick and Associates to provide a preliminary strategic network for the SEATS region, together with some broad economic background.

VicRoads and Eastern Municipalities: Strategic Issues Meeting July 2008

Sets out the main strategic road issues and requirements for the Gippsland region.

3.4 Industry Policy and Strategies

AusRAP Australian Road Assessment Program 2007

Provides star ratings for the AusLink National Network in NSW and what is needed.

AusRAP Australian Road Assessment Program 2008

Provides Star Ratings for Victoria’s Country Highways.

Timber Industry Roads Evaluation Study Vic 2001

Produced by Timber Towns Victoria the study provides regional industry profiles and analysis.

4. SEATS STRATEGIC NETWORK

4.1 Background

In 2007, SEATS (INC) commissioned a report by Meyrick & Associates (titled, SEATS Strategic Network: A Preliminary Definition). It was prepared by Ms Anya Richards (Senior Consultant, Melbourne Office, now GHD Meyrick).

Appendix 10.1 shows the 2007 SEATS network as adopted by SEATS members.

This report analyses that network, considers current and planned growth and expands on the previous work. It also redefines the Strategic Network as documented by Meyrick and illustrates that network on the SEATS Regional Map.

4.2 The SEATS Region

The SEATS region is, in general terms, that area of land bounded by the Hume Highway between Sydney and Melbourne and the coastal strip between Western Port Bay and Wollongong. The area includes 22 Local Government areas and the ACT.

The SEATS region is anchored by the high density population Sydney and Melbourne metropolitan areas.

The Hume/Federal Highway route, which borders the SEATS region is one of the highest standard inter-capital road links and connects both State capitals with the Nation's capital. The main southern railway connects the two major metropolitan centres of Sydney and Melbourne, with a spur line into Canberra. This establishes this as Australia's major freight corridor. The movement of rail freight from Melbourne to Brisbane also occurs via this corridor as does road freight between Sydney and Adelaide/Perth.

Inter-regional freight movements between major intercity regions origin-destinations are projected to grow by 2.8% per year (tonnage). This relates to a doubling in 25 years – road is predicted to grow 3.3%pa and rail 1.9%. (BITRE National Road Network Intercity traffic projection to 2030.)

4.3 SEATS Strategic Transport Network

4.3.1 Existing infrastructure

Links (Rail)

- Main Sydney to Melbourne rail corridor
- Bomaderry to Sydney rail corridor
- Bairnsdale to Melbourne rail corridor
- Moss Vale to Sydney rail corridor
- Canberra to Goulburn
- Maldon-Dombarton

Links (Road)

(a) Significant Freight Corridors

- Hume Highway (Sydney-Melbourne) – including Barton and Federal Highways
- Princes Highway
- Picton Road (Wollongong to Hume Highway)
- Southern Freeway/Masters Road/Springhill Road from Gwynneville to Port Kembla Port
- Illawarra Highway
- MR92 (Princes Highway at Nowra to beyond Nerriga)
- Kings Highway
- Tumut to Hume Highway at South Gundagai (Gocup Road)
- Monaro Highway
- Snowy Mountains Highway
- Imlay Road (Forestry Road) (linking Eden Port to Bombala)
- Strzelecki Highway
- South Gippsland Highway
- Bass Highway
- Healesville to Koo Wee Rup Road (Koo Wee Rup to Pakenham)
- Western Port Highway (Dandenong Hastings Road)
- Clyde – Five Ways Cranbourne Road

(b) Tourist Routes

- Moss Vale Road (Nowra to Moss Vale)
- Brindabella Road (Tumut to Canberra)
- Kosciusko Road and The Alpine Way (Cooma to Thredbo)
- Great Alpine Road (Bairnsdale to Wangaratta via Victorian Alps)
- Phillip Island Road (Anderson to Cowes)
- Wilsons Promontory Road (Meeniyah/Foster to Wilsons Prom)

Links (Ports)

- Port Kembla
- Eden
- Hastings
- Barry Point

Links (Intermodal Terminals)

- Port Kembla (road, rail, sea)
- Moss Vale (road, rail / enterprise zone)
- Hume Highway Distribution Centres (Yass, Albury)
- Goulburn (road, rail, air)
- Tarago (road, rail - currently waste only)
- Eden (road, sea)
- Wagga Wagga (road, rail)
- Bairnsdale (road, rail)
- Morwell (road, rail)
- Port Hastings (road, rail, sea)

Links (Air) – Where Regular Passenger Traffic (RPT) occurs

- Canberra
- Merimbula
- Moruya

4.3.2 Proposed Future Infrastructure

This includes those priority projects which SEATS will advocate to all levels of government over the next few years.

Links (Rail)

- Maldon–Dombarton Railway – Sydney (subject to economic analysis and viability study outcomes)
- Tumut–Cootamundra – reinstatement of railway link
- Dandenong rail line – triplification Caulfield to Dandenong – increases capacity for Bairnsdale line for freight
- Cranbourne–Dandenong line – duplication
- Railway connection between Port Hastings to Gippsland (medium term)

Links (Road)

- Hubbing the Monaro, Barton, Federal and Kings Highways at Queanbeyan/North Canberra.
- Connection to Port Hastings from Gippsland.

Proposed Intermodals

- Goulburn
- Morwell
- Canberra

Proposed Airports

Subject to completion of the current study on Sydney second airport.

Proposed Seaports

- Barry Point development

4.4 Strategic Network Criteria

The SEATS Strategic Network focus is on inter-regional connectivity based on the following criteria:

- Link to a point of intermodal transfer, eg rail/road corridor.
- A link identified where poor standards will impact on transport efficiency for local business of economic significance.
- A route identified as being required to provide cost efficient access to domestic and international market freight networks within and external to the SEATS network.
- A link essential to achieve a safe and reliable transport asset for the SEATS Region.

The Strategic Network will include links to internal (within SEATS Region) and external routes and assets which are needed to underpin the regional economic and social development.

At this time, the SEATS network is currently funded and managed by the three levels of Government in Victoria and NSW (Federal, State and Local).

The core network is identified within this report. However, SEATS recognises that as well as encouraging investment on the strategic network, upgrading of linkages, known as the “last mile” to and from the network is also important.

An example of this is the fact that a local industry, to be nationally and internationally operative needs to employ the latest in reliable technology, e.g. Higher Mass Limits (HML) and Intelligent Access Program (IAP).

To achieve this, the co-operation and investment in the “last mile” by all levels of government and industry to address this issue is essential.

In addition to the strategic network criteria above, SEATS has developed information standards and criteria for its priority projects. This information can be divided into the main categories of:

1. Project overview
2. Economic impact
3. Option analyses
4. Environment
5. Social and cultural
6. Risks
7. Benefit cost analysis
8. Project maps and photos

1. Project overview

The title sheet provides for setting the scene for the project (why do it), fit with government and regional policy, a project description, benefits of the project, estimated cost, linkages (ports, markets etc), existing conditions and issues, future volumes, potential partnerships and the current project status.

A significant addition in the current SEATS Strategic Network is the inclusion (Ch 3) of information on Federal, State, Local and industry policies and strategies which should be referred to as appropriate.

2. Economic impact

The economic impact section provides for information on the sectors benefited, the economic significance of these sectors, impact on cities and regions, accessibility improvements and stakeholder contributions where relevant. Chapters 5 and 6 of the network document provides some regional information.

3. Option analysis

Funding agencies, in particular Infrastructure Australia, are requiring justification of the proposed option. Option analysis should address the options considered and must address the “do-nothing” option to ensure that the consequences of doing nothing are documented and able to be readily communicated.

4. Environment

This section covers flora and fauna, climate change, amenity issues, and site issues. The purpose of this section is to ensure that these issues have or are being addressed with particular focus on the impact this may have on project timeframes and costs.

5. Social and cultural

This section covers native title, heritage listing, and social connectivity. The section provides an opportunity to check that these issues have been covered. Heritage and native title (for crown land) can have significant impact on project timelines if impacted. Social connectivity provides for enhancing the project benefits to include access improvements to services such as health, education, employment, and retail.

6. Risks

This section provides for the identification of statutory and project risks to be identified and signed off.

7. Benefit cost analysis

This section sets out the main benefit cost parameters. In carrying out a benefit cost analysis reference should be made to the asset owner or lead agency requirements and any funding body requirements. In many instances a preliminary analysis only may be possible as not all project information may be available.

Appendix 10.2 shows the SEATS priority projects for 2003-2009/10

4.5 Flow of Goods

Whilst the Highway and Rail network within the SEATS Region followed the flow of goods, people and information between local communities and the three capital cities, the recognition of the need to connect to regions outside the SEATS area is identified. It is particularly important to recognise the need for connections between the SEATS region and major economic nodes, including Geelong, Western District, the Calder Corridor in Victoria and the Riverina and the Southern Highlands and Central West Regions of NSW.

In recognising the importance of maintaining strong external connections between these major regional destinations, the need to recognise those connections between centres, towns and villages within the SEATS region must not be overlooked.

4.6 Local Projects (The Last Mile)

These projects require special consideration and funding. They will be primarily managed by Local Government working in close liaison with local communities and business sectors. They could include upgrading of intersections on the Strategic Network, relatively short lengths of road. Projects would include road pavement widening and strengthening.

It is highlighted to local government that the need exists, when considering economic development projects (particularly significant freight generators) to “weigh up” the balance between job generation and impact on local infrastructure. Approval is issued by either State Government or Local Government on developments dependant on the significance of the development as part of the process “Conditions of Consent” are developed by State and Local Government which will achieve funding contributions for local and regional infrastructure as part of the development. Once achieved, the future impact on limited Local Government funding will be minimised.

The application of this philosophy can achieve partnership funding for road infrastructure from the three tiers of Government and the business community.

5. ECONOMIC ASSETS OF THE SEATS REGION

5.1 Metropolitan Cities

At either end of the SEATS region lie the State capitals of Sydney and Melbourne. These two metropolises represent just under half of the nation's population and as such exert extreme push/pull influences on other centres within the SEATS region as well as the transport network in particular.

5.2 Regional Cities

Within the SEATS region there are three major regional cities or centres that provide extensive regional services and perform a role not dissimilar to that of a sub metropolitan centre. These Greater Cities are in excess of 250,000 in population and have a sprawling suburban network around a single, or multiple commercial centre.

These centres include:

Wollongong/Shellharbour/Kiama
Canberra
Dandenong/Casey/Cardinia

5.3 Major Regional Centres

The Department of Planning (NSW) defines a major Regional Centre as an "Existing Centre with an important role in providing regionally based services, shopping, education, recreation and employment. The full range of housing types is generally provided. The majority of growth and both housing and employment is to occur in the regional centres".

5.3.1 Major Regional Centres (NSW) (Based on Department of Planning Regional Planning Strategies for Illawarra, South Coast and Sydney-Canberra corridor)

These are:

Queanbeyan	Warrawong	Goulburn
Shellharbour City Centre	Bowral	Dapto (planned)
Nowra	Batemans Bay	Bega

5.3.2 Major Regional Centres (Victoria)

The Major Regional Centres in Victoria are:

Sale	Traralgon/Morwell/Moe	Bairnsdale
Wonthaggi	Warragul	

5.4 Major Towns

The Department of Planning (NSW) defines major towns as large towns providing local and district services and facilities comprising the general range of weekly and some higher order goods and business services. Well established town centres and the full range of housing types.

5.4.1 Major towns (NSW) as defined by NSW DoP

Major towns in the NSW SEATS Region are:

Mittagong	Moss Vale	Yass	Tumut
Cooma	Vincentia	Sussex Inlet	Moruya
Narooma	Merimbula	Kiama	Albion Park

5.4.2 Major towns (Victoria)

Major towns in the Victorian SEATS region are:

Pakenham	Leongatha	Lakes Entrance	Orbost
Cranbourne	Korumburra	Cowes	

5.5 Sea Ports

Sea Ports within and external to the SEATS Region form an integral part of the regions vibrant economy. Three percent per annum growth is forecast in the volume of through put within Australia's sea ports.

5.5.1 NSW Sea Ports

These are located at:

- Port Kembla NSW – 27.3 million tonne through-put in 2007/08, made up of 61% exports and 39% imports. Major commodities are coal, iron ore, grain and steel. (EconSearch, Port Economic Impact Study).
- Eden Port – In 2008/09 trade throughput was 1.2 million tonnes. Woodchip is the major commodity with 0.91million tonnes exported in the year to June 2009. The wharf is shared with Department of Defence. (Port of Eden Home &Trade web pages)
- Port Botany (Sydney Ports) – through-put of 1.784 TEU's (twenty-foot equivalent units) in the 2008/09 financial year. This is an increase of 0.3% compared to the previous financial year. (Sydney Ports Trade web page)

5.5.2 Sea Ports Victoria

Port Hastings – handles trade groups of import/export oil, Liquid Petroleum gas, Unleaded Petroleum and steel. Value of trade averaged \$1.7 billion in the five years 200/01 to 2004/05 (Meyrick/EconSearch, Port of Hastings-Economic Impacts Study).

Barry Beach Marine Terminal – main supply depot for offshore oil and gas operations in Bass Straight (21 platforms).

Geelong Port – largest regional port in Victoria – handles crude oil, petroleum chemicals, fertilisers, grains, steel, timber, woodchips, and aluminium.

The Port of Melbourne is Australia's largest container and general cargo port carrying 2.16 million TEU (twenty-foot equivalent units) in 2008/09. The port handles approximately 36% of the nation's container trade. (Port of Melbourne Overview, Fact Sheet September 2009)

5.6 Airports (National)

5.6.1 National and International

The economic benefits to the SEATS Region of both the Melbourne (Tullamarine & Avalon) and Sydney (Mascot) Airports are well known.

Melbourne Airport is curfew free and carried 350,000 tonne of international and domestic freight in 2006/07. In 2006 export air freight was 84,100 tonnes worth an estimated \$3.6 billion with imports being 124,000 tonnes worth over \$10.4 billion. (Melbourne Airport, Fact Sheet: Air Freight – April 2008).

The Canberra Airport has set the objective of maximising its contribution to the region's economy as well as its ongoing development as a regional multi-modal transport hub. A 4.2%pa passenger growth is forecast with 7.25million passengers passing through the airport in 2029/30, of which 350,000 will be international. Development is well advanced in creating the site as a "freight hub, light industrial technology park". (source Noel McCann, Director Planning, Canberra Airport: presentation to SEATS November 2009)

5.6.2 2nd Tier Airports

The existence of 2nd tier airports at Goulburn, Shellharbour (Albion Park), Cooma (Snowy Mountains Airport), Moruya, Merimbula, Bairnsdale, West Sale, Traralgon and Moorabbin are seen as significant to the region in both the short and long term. There is an ongoing history of successful regular passenger traffic at some of these facilities. In some cases, RPT has been discontinued or is intermittent.

The Department of Defence has "defence only" airfields at Nowra (HMAS Albatross), Jervis Bay and East Sale. These facilities are strongly focused on military operations but private landings can be arranged.

The Canberra airfield is a joint defence/commercial facility and the only "shared" facility in the SEATS Region.

6. ECONOMIC DRIVERS

6.1 Introduction

The Meyrick Report includes detailed population characteristics (Figure 2), relating remoteness data (Figure 3) and population percentages over 65 years for the SEATS region. This is important background data for identifying both potential health and recreation (social) travel demands. Selected demographic information is provided in Appendix 10.3.

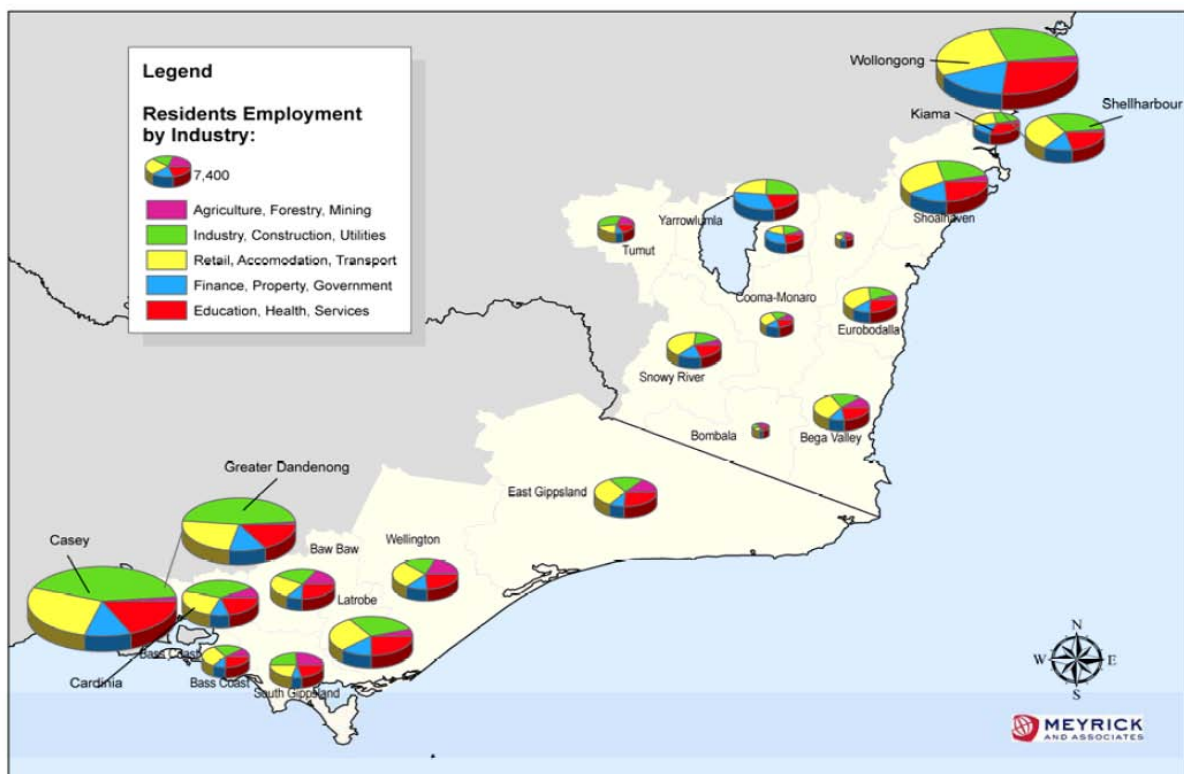
The key statistic relates to Figure 5 employment by an Industry type as shown on page 9 of the Meyrick Report 2007.

The figure included the proportion of residents employed by major industry type in the SEATS Region. The three main industry groups are:

- Industry, construction
- Utilities, retail, accommodation (which includes tourism) and transport
- Education, health and services

Tourism is a key employer and income and transport generator and control.

Figure 5 is reproduced below.



6.2 Tourism

In addition, Figure 5 identifies the importance of Tourism to the SEATS Region. Whilst in some quarters, it is not recognised as a “general travel” demand, Tourism peaks are critical drivers of infrastructure in the region, influence planned management infrastructure and influence approved heavy vehicle (HV) routes. As well as being a key focus for rest stop (RS) initiatives there are key tourism activities which provide strong peak demands which impact on road transport decisions.

These are:

- Phillip Island – for motor sport and tourist coach visits to “Penguin watching”.
- Victorian snow fields – whilst located in NE Victoria, transport corridors through East Gippsland and the Great Alpine Rd are highlighted.
- NSW snow fields – these fields are primarily accessed from the north (Canberra, Sydney) however visitation from Victoria and South Australia can impact on the transport capacity of the region.
- Canberra – the National Capital is a major drawcard for organised tourism. Overseas tourists, retiree and school groups form a major part of the tourist coach visitation.
- South and far South Coast leisure activities Highway One driver.

It needs to be constantly reinforced that the tourism industry needs the support of excellent land transport infrastructure. Further details on local tourism can be found in Appendix 10.5.

6.3 Employment Lands

Employment lands are those areas identified by government for future development for industry and commerce and will be major factors in creating demand for improved transport infrastructure.

6.3.1 Employment lands in NSW

Large areas of future employment lands within the SEATS Region of NSW have been identified at Nowra, Berrima/Moss Vale, Goulburn and Dapto/Kembla Grange, Albion Park/Calderwood. Tumut has become the centre of softwood timber processing. Bega Cheese has created transport and employment demands.

6.3.2 Employment lands in Victoria

Large areas of future employment lands within the SEATS Region of Victoria have been identified at Traralgon/Morwell/Moe, Cranbourne, Pakenham and Dandenong. By way of example significant employment lands have been set aside in Cardinia Shire with further information provided in Appendix 10.4.

6.4 Agriculture, Forestry, and Mining

The strong freight transport task derived from the agriculture, forestry, and mining sectors are recognised industries such as timber and value added products (NSW including Visy + VIC including Maryvale), dairy and dairy processing (NSW + VIC, including Bega Cheese and Murray-Goulburn), grazing, and horticulture (Gippsland) are key economic areas and are key to shaping the SEATS Strategic Network.

The coal reserves near the Southern Highlands, Wollongong and the location of the port at Port Kembla and Central Gippsland also create a freight task. The demand on transport infrastructure is great to satisfy industrial demand (power stations and steel mill) and to access export port facilities.

The importance of quarried material to the construction industry from within the SEATS region to markets throughout south eastern Australia, including the metropolitan areas, cannot be overlooked.

The Region has significant quarry resources which supply both local and regional building, civil construction works and specialty operations (eg glass sands). The significant quarry resources within the SEATS Region are located at Bombo (Kiama), Shellharbour, Shoalhaven River, Lake Bathurst, Cranbourne and Lang Lang, South Queanbeyan. In some areas (eg Bass Coast) employment in this sector has increased by 75% (1996 to 2006). Further information can be found in Appendix 10.6.

Other “local” resources can add to the transport task but are generally small volume operations.

Hauled mainly by road, there is railway ballast from the quarries south of Wollongong railed throughout NSW.

6.5 Fishing

The commercial fishing industry in the SEATS Region has declined in recent times. In Victoria, approximately \$180 million of seafood product is landed in Victoria. The two main fishing ports in the SEATS region are at Lakes Entrance and San Remo. A fishing industry presence also exists at Mallacoota, Port Albert, Port Franklin and Port Welshpool.

In NSW, the production of wild harvest commercial fisheries and aquaculture in 2005/06 totalled 28,861 tonnes. The Department of Primary Industries (DPI) valued the “catch” at \$154.2 million in 2005/06. The DPI (Prime fact 825) lists Wollongong, Nowra and Eden as some of the key ports for commercial fishing in NSW.

Other commercial/recreational ports include Kiama, Greenwell Point, Ulladulla, Batemans Bay, Narooma and Bermagui.

It should be noted that such ports also contribute to the growing tourism industry, the recreational boating industry and local communities.

6.6 Environment and Climate Change

In planning and implementing projects consideration needs to be given to the impact of climate change and protecting our environment. Transport systems should improve efficiency, minimise emissions and minimise consumption of scarce energy resources.

7. SOCIAL DRIVERS

7.1 Access to Services

SEATS recognises the village/hamlet style settlement pattern throughout south eastern Australia whereby smaller communities interact with regional centres and regional cities to access health, education sport and recreational facilities, regional government agencies and business services.

Consequently the transport network must be both safe and efficient to connect communities, provide access and transfer goods and services to sustain economic growth which generates the wealth and employment within the region.

Major Regional Centres rely upon major road and public transport connections to capital cities. This is particularly important to maintain strong regional economies which can take an increased share of future population growth.

7.2 Employment

Access to employment is essential for the growth and sustainment of all communities within the region.

The growth of regional communities will promote investment in industries creating new jobs for the future.

The transport network provides opportunities to accommodate access to places of work and in so doing needs to recognise the lack of adequate public transport services within the region.

7.3 Safety

A road network must be both efficient and safe and the engineering environment must provide room for forgiveness and adequately guide and regulate traffic.

Significantly in the SEATS region issues such as hilly, windy, tree lined roads in many cases leading to incidence of fatal and severe injury from run off road crashes need to be considered. This supports the need for ongoing funding for road safety improvements such as shoulder sealing, improved delineation, wire rope barrier, guardrail and vegetation removal.

The health and well being of all road users should be valued. Investment in road and roadside infrastructure contributes to the reduction in road trauma and associated social and economic cost to the community.

The network provides access for commuter traffic and in many cases a significant percentage of heavy vehicles. Crash history on the network suggests that this issue needs to be addressed.

In addition the network acts as a significant tourism route with consequent seasonal increases in traffic that, at times, conflicts with other road uses. Design of the network roads needs to consider these influences.

There are road safety implications with an ageing population, especially when the “grey nomads” caravan traffic is combined with general tourist visitations to the region. This traffic, mixed with an increase in the freight transport, means that unless the road network allows for more multi-lane divided highway or overtaking lanes, town bypasses and rest areas, the traffic will experience increasing delays and accidents. It is important that the road network grows and evolves as the needs of the community it supports grows and evolves, whilst maintaining safety as a paramount objective. In supporting sustainable growth within local communities it is essential that the road network provides an appropriate level of safety and efficiency for residents, businesses and industry to access services right along the corridor.

Appendix 10.7 provides selected crash data for parts of the strategic network.

7.4 Social Inclusion and Ageing Population

Ageing population has increased demand for services in communities leading to changing requirement of infrastructure. There is a need to assess the network for complementary servicing, and assessment of competing needs.

The SEATS catchment of regional Victoria and NSW is characterised by significant areas of social disadvantage. Both areas have incomes below their State average. Both areas have an ageing population. Both areas have unemployment above their State average. This has implications for service provision by Local, State and Federal Governments. In particular it has implications for the mix of transport provision and infrastructure required.

Low incomes, unemployment and an ageing population will place larger demands on public transport and health services. Many residents are travelling outside their local area to seek special medical and hospital services - south coast of NSW residents travelling to Canberra; East Gippsland residents travelling to the Latrobe Valley; West and South Gippsland residents travelling to Melbourne. If a decline in the health of rural residents is to be avoided, then government has a choice of several alternatives:

- Improve patient transport, hospital and specialist medical services in the region.
- Improve the frequency of public transport services, within and outside the region.

The former is desirable but expensive and difficult to achieve. The latter has a number of other benefits in removing vehicles from the road, encouraging tourism, assisting young people and the unemployed to travel to work, training and education. An ageing population will lead to people giving up driving, or only driving short distances around their immediate neighbourhood. This is because of the increased cost of maintaining a car on a retirement income or because they are physically less able. As more community, health and retail and education services are centralised on larger population centres, there is a real risk that people without a car will become socially isolated.

It is important that the future design of the road network and public transport is complementary and mindful of such social equity challenges:

- Accessible and easy to use - disabled access buses, simple ticketing systems, roadside rest stops.
- Safe comprehensive and inclusive of small communities - multiple lane roads and overtaking lanes, interconnection of public transport services.
- Cheap and frequent public transport - to enable both inter-regional commuter travel, local travel and intra regional travel for students to attend post compulsory education and training.

7.5 Access to Ports/Cities

Better access to ports and cities improves the viability of regional industries enabling them to compete more effectively in local and global markets.

Access to ports and cities is provided principally by the road network and in some cases by rail. Access must provide for movement of freight, provision of access to services, commuter access for employment and seasonal tourism traffic.

8. CURRENT ROAD STATUS WITHIN STRATEGIC NETWORK

8.1 Categories of Roads

In the early 1990s, the Commonwealth Heads of Government signed off on categories of roads in Australia. These are:

- National Nation Building Network – responsibility of Federal Government.
- State Roads – responsibility of State Government.
- Local Roads – responsibility of Local Government with support from Federal programs.

In NSW there is an additional category - Regional Roads which are classified roads which are maintained by local Councils, supported by annual grant funding from the State Government.

In Victoria, the system is similar with Freeways and Arterial Roads under the National Nation Building Network being funded by both Federal and State Governments, other freeways and arterials being funded by the State Government and Municipal Roads being funded by Local Government.

A further category which may impact on the SEATS Strategic Network is the existence of some roads or tracks within State Government managed lands, eg State Forest, National Parks, Department of Sustainability and Environment, Parks Victoria etc. This is particularly relevant for transport networks associated with the logging industry.

Some roads can also be subject to part classification, a case in point is the Princes Highway, which is categorised as part of the National Network Sydney to Engadine (which is really outside of the SEATS area). The National Road route to the Port in the SEATS area is MR513 (Mt Ousley/F6 Southern Freeway) and Sale to Melbourne – the remainder being part of the State Network.

The following two tables 8.2 and 8.3 show the status of the roads in the SEATS Strategic Network.

8.2 Categories of Roads in SEATS Strategic Network (NSW)

Road Name	Section	Classification	NSW Category of Road	Primary Funding	Strategic Comment
HW1 Princes Hwy; F6 Southern Freeway/MR513&95 Mt Ousley Road; F6 Sthn Freeway	Sydney to Wollongong	Freeway/Main Road and State Highway	National Network	Responsibility Federal	
	Wollongong to Jervis Bay Road	State Highway	State Network	NSW Government	SEATS is advocating that this section of the State Network should be included in the National Network
	Jervis Bay Road to Victorian border	State Highway	State Network	NSW Government	Due to function and traffic volumes – not considered appropriate for inclusion in National Network
HW19 Monaro Highway	Canberra to Victorian border	State Highway	State Network	NSW Government	
HW19 Illawarra Highway	Albion Park to Hume Highway (Sutton Forest)	State Highway	State Network	NSW Government	
MR51 Kings Highway	Princes Highway Batemans Bay to Queanbeyan	State Highway	State Network	NSW Government	SEATS advocates government funding

Road Name	Section	Classification	NSW Category of Road	Primary Funding	Strategic Comment
Access Road to F6 Southern Freeway & MR602 Masters Rd & MR295 Springhill Road	Princes Highway Gwynneville to Port of Port Kembla	Regional Road State Road	Regional Road NSW State Government	Local Government + NSW Government	SEATS is advocating that this sector of Regional Road is a connector road to Port Kembla Port and should be included in the National Network
MR92	<ul style="list-style-type: none"> Nowra to Nerriga Beyond Nerriga (to Braidwood or to Tarago) 	<ul style="list-style-type: none"> Regional Road Regional Road Local Road 	<ul style="list-style-type: none"> State + Local Government State + Local Government Local Government 	<ul style="list-style-type: none"> Funded by Federal, NSW and Local Government State + Local Government Local Government 	<ul style="list-style-type: none"> Upgrading project due to be completed in 2010 (Nowra to Nerriga) An economic analysis/route identification study is advocated to determine long term priority route
Gocup Road	Tumut to Hume at Gundagai	Regional Road	Local Government	State + Local Government	SEATS advocates industry and government funding
HW4 Snowy Mountains Highway	Bega to Hume Highway (via Cooma & Tumut)	State Highway	State Government	State Government	
MR95 Picton Road	F6 to Hume Highway	State Road	State Government	State Government	
Brindabella Road (Tourist)	Tumut to Canberra	Local and State Lands	State and Local Government	Local Government with State Support	Low volume but potential to grow with tourist traffic and freight task

Road Name	Section	Classification	NSW Category of Road	Primary Funding	Strategic Comment
MR261 Moss Vale Road	Bomaderry to Moss Vale	State Road	State Government	State Government	Load limit on 42.5 tonnes on historic Hampden Bridge at Kangaroo Valley. MR92 will reduce freight task link between Nowra to Hume Highway
Imlay Road (Forestry Road)	Port Eden to Bombala	State Forest Road	State Government	State Government	Significant for timber haulage

8.3 Categories of Roads in SEATS Strategic Network (VIC)

Road Name	Section	Classification	Victoria Category of Road	Primary Funding	Strategic Comment
Princes Highway (East) (A1)	Border NSW to Sale	Arterial Road	State Government "A" road	State Government	Main East Gippsland corridor – freeway and highway standard
Princes Highway (East) (A1)	Sale to Dandenong	Freeway Arterial Road	National Network "M" road, "A" road east of Traralgon	Federal Government with State Government	Project included in AusLink funding program
South Gippsland Highway (A440)	Dandenong to Leongatha to Yarram to Sale	Arterial Road	State Government "M" road Dandenong to Lang Lang, "A" road to Sale	State Government	SEATS advocates continuation of staged improvements
Monaro Highway (B23)	NSW Border to Princes Highway at Cann River	Arterial Road	State Government "B" road	State Government	Strategic Link from Princes Highway to ACT + Hume Highway
Bass Highway (A420 and B460)	Lang Lang to Leongatha	Arterial Road	State Government "A" road west of Anderson, "B" road east of Anderson	State Government	SEATS advocates continuation of staged improvements
Great Alpine Road (tourist route) (B500)	Bairnsdale to Wangaratta	Arterial Road	State Government "B" road	State Government	SEATS advocates development as a significant tourist road

Road Name	Section	Classification	Victoria Category of Road	Primary Funding	Strategic Comment
Strzelecki Highway (B460)	Leongatha to Morwell (PH)	Arterial Road	State Government "B" road	State Government	SEATS advocates continuation of staged improvements
Healesville – Koo Wee Rup Road (C422)	Koo Wee Rup to Pakenham	Arterial Road	State Government "C" road	State Government	Major upgrade to at least "B" road standard required
Clyde – Five Ways Cranbourne Road (C407)	Princes Fwy to South Gippsland Hwy	Arterial Road	State Government "C" road	State Government	Upgrade and duplication
Western Port Highway (Dandenong Hastings Road) (M780, A780)	South Gippsland Hwy to Hastings	Arterial Road	State Government "M" road and "A" road	State Government	
Phillip Island Rd (B420)	Anderson to Cowes	Arterial Road	State Government "B" road	State Government	SEATS advocates continuation of staged improvements

9. CONCLUSION

In 2007 SEATS commissioned Meyrick and Associates to provide a preliminary definition of the strategic transport network for the SEATS region. This network has been modified by SEATS over the last two years with this document providing the current network endorsed by the SEATS membership. This should be considered to be a dynamic document that will be regularly updated, possibly on a biennial basis.

The purpose of defining the network is to provide a strategic context for the development of SEATS projects. In providing a strategic context it is also essential that existing government and industry policies and strategies be understood and used as a basis for project development. Whilst not claiming to include all policies, an overview of relevant policies and strategies are included and should be researched and referred to in support of project submissions.

SEATS prides itself on providing a non party political and non parochial forum, across all levels of Government, for promoting transport improvements and solutions within our region, to underpin economic development and social outcomes.

SEATS recognises that it is essential to provide solutions to an ever increasing demand for appropriate infrastructure in this south eastern region of Australia. This region is one of the fastest growing regions in Australia. In the next decade it is anticipated that many more retirees will move to the region increasing demand for more goods and services. An accompanying increase will occur in employment opportunities which will be generated to satisfy the demands of the increasing population.

SEATS believes that it is essential to ensure that transport infrastructure is provided in a timely and satisfactory manner. This requires governments at all levels to ensure that they work cooperatively to properly identify, plan and fund transport infrastructure projects which will benefit the whole region. It is for this reason that SEATS has developed a strategic network which will be constantly reviewed to ensure that the needs of the regional community are identified and met.

In developing this document an effort has been made to provide regional economic information that can be used by SEATS members to provide supporting information when completing the SEATS project template. SEATS recognises that considerably more work should be undertaken to ensure that the economic, social and cultural information in this section of the report is constantly updated. This is a task that must be carried out over the next two years as part of the biennial review process.

This document is intended to be resourced in completing the SEATS project template and should form part of the strategic argument in support of projects.

It is intended that all SEATS priority projects will be substantiated using the project template that has been developed as a direct result of the comments made by Sir Roderick Eddington in his report to the Rudd Government on the submissions made to Infrastructure Australia in early 2009.

It is SEATS aim to ensure the local government areas represented within SEATS agree on a united *region based* approach to the other levels of government to ensure that transport infrastructure projects, based on sustainable business cases are presented for consideration in future funding programs.

The cooperation of all members in reaching this position is acknowledged and appreciated.

The region needs and deserves the most efficient level of infrastructure that can be provided and it is SEATS aim to stimulate this investment in order to provide sustainable employment growth within the region to ensure its ongoing viability.

10. APPENDICES

10.1 SEATS Strategic Network 2007

The 2007 REPORT listed the following SEATS Strategic Network

LINKS

HW1 Princes Highway
HW19 Monaro Highway (B23)
Moss Vale-Sydney Rail
Bomaderry-Sydney Rail
Melbourne-Bairnsdale Rail
Strzelecki Highway (B460)
F3 Federal Highway
HW 15 Barton Highway
HW4 Snowy Mountains Hwy
HW25 Illawarra Highway
HW2 Hume Freeway
MR51 Kings Highway
MR261 Moss Vale Rd (via Kangaroo Valley)*
Great Alpine Rd (Bairnsdale to Hume Hwy at Wangaratta)* (B500)

LINKS

South Gippsland Highway (A440)
MR 95 Picton Road
Main Road 92
Port of Melbourne
Port of Hastings
Port of Eden
Port of Port Kembla
Latrobe Intermodal Facility
Moss Vale Intermodal Facility
Dandenong Intermodal Facility
Moss Vale-Port Kembla Rail
Healesville-Koo Wee Rup Road* (C422)
Tumut to Hume Hwy at Sth Gundagai (MR279 Gocup Road)*
Bass Highway (A420/B460)

*Added subsequently by SEATS

10.2 Priority Projects – 2003, 2007, 2009/10

The 2003 priority projects were as follows:

Princes Highway Projects

Kiama Bypass
Wollongong to Jervis Bay Road
Pambula Flood Plain Bridge upgrade
Sale to Traralgon Duplication
Bega to Cann River

Other Projects

MR 92
Kings Highway
Pakenham Bypass

Strategic Study Projects

Gippsland Transport Strategy Study

The 2007 priority projects were as follows:

Princes Highway Projects

Gerringong-Berry
Berry-Jervis Bay Road
Wagonga Inlet Bridge
Brogo River Bridge
Victoria Creek and Dignams Creek
Bega Bypass
Cann River-Orbost
Sale-Traralgon Duplication

Other Projects

Clyde Road Duplication
Bass Highway
Cranbourne Bypass
Gocup Road between Tumut & South Gundagai
Main Road 92 (Nowra-Nerriga)
Kings Highway upgrade

Strategic Study Projects

Main Road 92 beyond Nerriga route identification
Caulfield-Dandenong 3rd rail line
Gippsland Logistics Precinct at Morwell
Bairnsdale Intermodal
Victorian School Bus System
Timber Industry issues (Bombala and Tumut)
Cross Border issues

The 2009/10 priority projects are as follows:

Infrastructure Projects

Port Kembla Upgrade
Picton Road
Princes Highway – Gerringong-Bomaderry
Princes Highway – South Nowra
Kings Highway – Batemans Bay-Braidwood
Princes Highway – Victoria Creek
Princes Highway – Dignams Creek
Gocup Rd - Tumut-South Gundagai
Princes Highway – Traralgon-Sale
Gippsland Logistics Precinct (Morwell)
South Gippsland Highway
Bass Hwy duplication
Bass Hwy – Anderson-Leongatha
Koo Wee Rup Rd (Pakenham Bypass to South Gippsland Highway)
Tooradin-Baxter Rd (South Gippsland Highway to Peninsular Freeway)
Leongatha Heavy Vehicle Alternative Route
Port of Hastings

Strategic Study Projects

Cross Border Issues (includes timber roads, heavy vehicle and regulation issues)

Victorian School Bus System (study complete, advocate for access)

MR92 beyond Nerriga (Study of alternative routes)

Caulfield – Dandenong rail triplification

Maldon – Dombarton rail line

Supported projects (letter of support)

Bega bypass

Delegate River Bridge

Bibbenluke – Cathcart

Lang Lang Bypass

Brief description of 2009 projects

Infrastructure projects

Port Kembla Upgrade

Total Estimated Cost: \$660m (Stage 1: \$97m)

To reclaim approximately 52 hectares of land within the outer harbour for the construction of 7 new berths. The project can be staged and as such will be developed based on demand. Importantly the project will be able to handle the overflow of containers from Port Botany once Port Botany reaches capacity in 2024 or sooner.

Picton Road

Total estimated cost \$12m

Funding provided for safety improvements has been made available, including line marking, signage, upgrading of selected sections of road, and curve and shoulder improvements. Further improvements to alignment, in addition to the current \$12m project, are required to address the high incidence of accidents on this road.

Princes Highway – Gerringong-Bomaderry realignment

Total Estimated Cost: \$800m

To realign and widen the Princes Highway between the Kiama Bends (north of Gerringong) and the urban area of Bomaderry - a distance of 32 kilometres. This upgrade will replace the existing single lane carriageway that crosses the Foxground ridge and has poor horizontal and vertical alignment with little overtaking opportunities with a dual lane carriageway divided in its entire length by various forms of traffic management engineering structures. Already the route has been the subject of extensive engineering and environmental analysis and community consultation. Various route options were considered with a final route now having been determined.

Princes Highway – South Nowra duplication

Total estimated cost: \$70m

To upgrade the existing Princes Highway single carriageway from the southern end of the Nowra residential area, through the South Nowra growing industrial precinct and connect to the recently upgraded 4 lane divided carriageway at Forest Rd Falls Creek - a distance of 6.3kms. The project will deliver a divided carriageway having a combination of 2/3 lanes in both a northerly and southerly direction. This configuration should also deliver adequate options at each intersection appropriate to the type of catchment (including b-doubles) to be serviced now and into the anticipated future. Some realignment and reconfiguration of side streets may need to be undertaken to minimise the number of intersections to maximise the priority to through traffic but not to the detriment of providing "last mile" connectivity.

Kings Hwy – Batemans Bay-Braidwood

Total estimated cost: \$46.3m

This Project involves the reconstruction and realignment of sections of the Kings Highway between Batemans Bay and west of Northangera Bridge (east of Braidwood). The desired outcome is the provision of consistent lane widths of 3.5m minimum with lane widening on curves for heavy transport vehicles and sealed shoulders widths of 1.0-3.0m on both sides and with sufficient overtaking opportunities to better manage use of the route by transport vehicles during normal times and peak hourly traffic volumes occurring weekly on Friday, Saturday and Sunday as well as throughout the peak summer and school holiday periods. Sub-standard curves need to be realigned to increase safety along this length of Highway. In some cases the realignment will require the acquisition of land from private land holders as well as from National Park.

Princes Highway – Victoria Creek realignment

Estimated cost \$30m

The proposal is to improve the highway alignment and provide a wider bridge.

The current highway has poor alignment and narrow formation with poor overtaking opportunities. Archaeological investigations have been completed together with geotechnical and utility surveys. A concept design has also been completed. Funding is allocated for planning work.

Princes Highway – Dignams Creek realignment

Estimated cost \$45m

The proposal is for road realignment with new bridge at Dignams Creek. Investigations into possible realignments are in progress with possible routes being identified. The need for an aboriginal focus group has been identified. Funding is allocated for planning work.

Gocup Rd - Tumut-South Gundagai

Estimated cost: \$90m

The Gocup Road is the primary connection between Tumut and the Hume Highway corridor at South Gundagai, and is:

- The principle vehicular route for all traffic to and from Tumut;
- The primary heavy vehicle route for over 80% (2.3 million tonnes) of the manufactured timber products for domestic and export markets;
- Increasingly used as a heavy vehicle route for incoming raw materials for timber manufacturing.

The project proposal is to reconstruct the 30.1km length of Gocup Road to current RTA design standards from Tumut to South Gundagai over the next 5 years.

Princes Highway – Traralgon-Sale

Total estimated cost: \$500m (\$175m already allocated)

This project is to duplicate the 51 km section from Traralgon to Sale to provide a four lane divided highway. Where possible the existing road reserve will be utilised however additional road reserve will be required to accommodate a divided road and minimise impact on native vegetation in a number of locations. Alignment options will need to be considered as part of the detailed design phase.

Gippsland Logistics Precinct (Morwell)

In 2002, Latrobe City Council acquired a 64 hectare site three kilometres east of the Morwell CBD, adjacent to the existing, under utilised, Gippsland Intermodal Freight Terminal (GIFT). The site was purchased for the strategic purpose of developing an expanded (GLP) to service the Latrobe Valley and the Gippsland region.

The Gippsland Logistics Precinct shall:

1. offer fair and equitable access to the terminal for all enterprises regardless of commercial arrangement;
2. provide open access between the GIFT and the adjacent 64 Ha site including preserving the potential for construction of rail spurs into the GLP;
3. be fundamentally a rail focused terminal with other modes, being road and potentially air, providing a supplementary but subordinate role; and
4. be controlled via a long term lease held by Latrobe City Council.

South Gippsland Highway upgrade – Lang Lang-Sale

Total estimated cost: \$56.9m for Sale to Longford, Other project costs to be scoped and determined.

Upgrading of the Highway to 'A' road standard, from Lang Lang to Sale, generally along the existing alignment. Also including town bypasses, improvements to vertical and horizontal alignment, and provision of overtaking lanes. The current project is the upgrading and flood protection on the Sale to Longford section of the highway (Cox's Bridge). Works are expected to commence by the end of 2013 for this section.

Bass Highway duplication – Lang Lang-Anderson

Total estimated cost: \$40m for stage 7

Duplication (upgrade) of the Highway from the South Gippsland Highway at Lang Lang to the roundabout at Anderson. Some sections have already been duplicated with work currently in progress on other sections. The proposed work is for the provision of a four (4) lane divided Highway. Works for the section Grantville to south of King Road were completed mid 2009 with the section King Road to Woolmer Road estimated to be completed by mid 2010. Planning is well advanced for the section Woolmer Road to Phillip Island Road with the concept being to provide a new 3 km link between the Bass Highway and a point 2.5 km along the Phillip Island Road. Works are anticipated to start in late 2010.

Bass Highway – Anderson-Leongatha

Estimated cost: Anderson to Wonthaggi \$10m - \$40m; Wonthaggi to Inverloch \$6m - \$20m; Inverloch to Leongatha \$10m - \$50m.

The Lang Lang to Anderson section of the Bass Highway will by 2011 be completed to a 4 lane divided road. The balance of the highway covering a distance of 55km is proposed as 2 lanes with improvements to, road pavement, widening to at least B road standard, provision of sealed shoulders (Inverloch to Leongatha), provision of overtaking opportunities (Anderson to Inverloch) and safety improvements.

Koo Wee Rup Rd

Estimated cost: \$40m (Koo Wee Rup bypass only)

To ultimately provide a freeway standard linkage along the Koo Wee Rup Road corridor from Pakenham Bypass to South Gippsland Highway (including a Bypass of the Koo Wee Rup township). In the interim VicRoads intends to duplicate the existing Koo Wee Rup Road and construct a bypass of the township.

Tooradin-Baxter Rd

Total estimated cost: \$Not currently available

The road section that is the subject of this proposal links the South Gippsland Hwy to the Peninsular Freeway, which is already a very significant connection, and will become even more so in the near future. The impending upgrade of the Port of Hastings and the Stony Point to Cowes car ferry will increase both the volume and size of vehicles using this route significantly.

Leongatha HV alternative route

This project seeks to develop a heavy vehicle bypass for Leongatha, the largest town in South Gippsland Shire.

Council has approved the route for the Leongatha heavy vehicle route.

The next step for the Leongatha heavy vehicle bypass route is to commence detailed route and intersection design with VicRoads and to seek State / Federal Government funding for the project.

Strategic Study Projects

Cross border issues (includes timber roads, heavy vehicle and regulation issues)

Estimated cost of study: \$200,000

A study to identify policy, regulatory and transport network issues that have an impact on the efficient and effective cross border movement of freight and to propose solutions.

The study to include identifying and proposing solutions to government, to eliminate irregularities in government policies and regulations, to allow vehicles to be manufactured, configured and loaded in such a way to be legal in all states.

The study also to investigate and evaluate the adequacy of the local and regional road network within the SEATS region to service the harvesting of timber from public and private forests and the delivery of logs to places of production, processing or ports. The study will be used to develop a strategic policy to assist government (local, state & national) to formulate a funding formula to develop and maintain the network of rural/regional timber roads and to formulate consistent cross border policies and regulations.

Victorian School Bus System

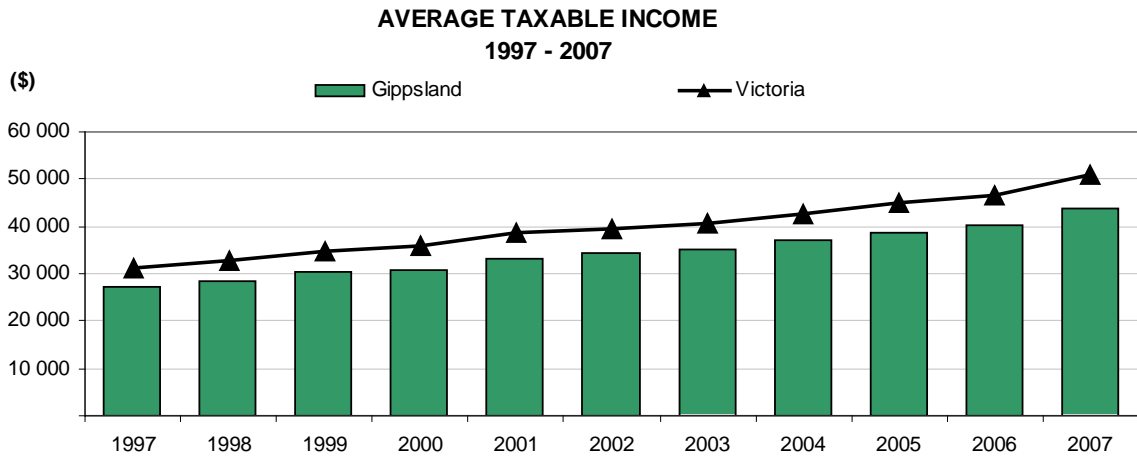
To make changes to the Victorian school bus system to allow the carrying of other fare paying passengers. The study has been completed and has Municipal Association Victoria (MAV) and Gippsland Local government Network (GLGN) support. Under the School Bus Flexibility Project, trials have been conducted in Gippsland over the last two years. Advocacy for the adoption of eight recommendations, arising from the trials, for the State Government to streamline access to school buses for rural Victorians to better facilitate carriage of the general public, post secondary students and access to school buses is required.

MR92 Beyond Nerriga (Study of alternative routes)

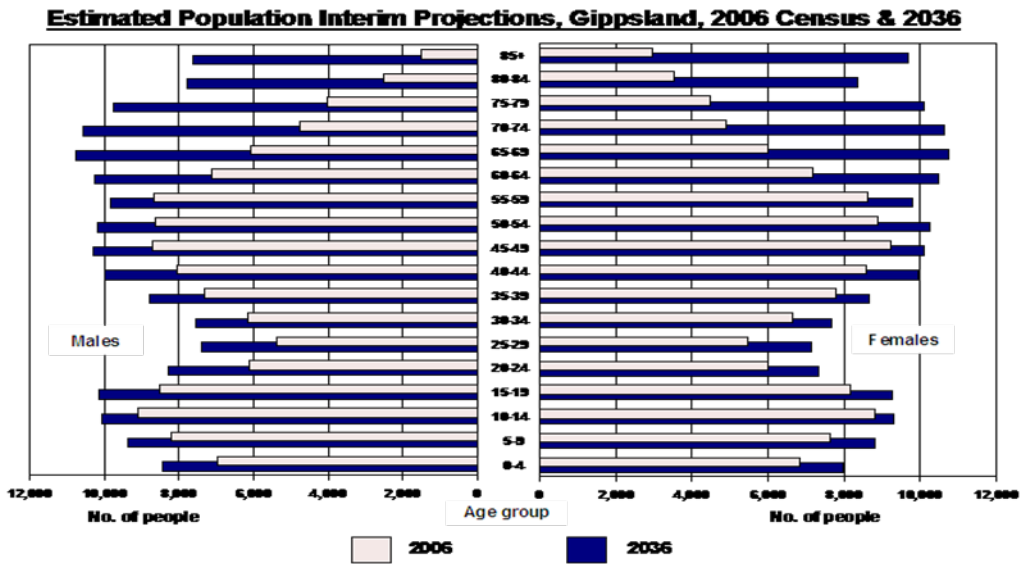
Estimated Cost of Study: \$200,000

Crossing of this Illawarra escarpment (800m) south of Sydney is only possible in a limited number of places, with the crossings having varying degrees of suitability for heavy vehicles. Shoalhaven City Council, the NSW RTA with financial assistance from the Federal government will by 2011 have completed a crossing based on Main Road 92 from Nowra on the coast to Nerriga on the southern tablelands. To complete this major network improvement to connect to the highway corridors beyond Nerriga is now required.

10.3 Selected Demographic Data



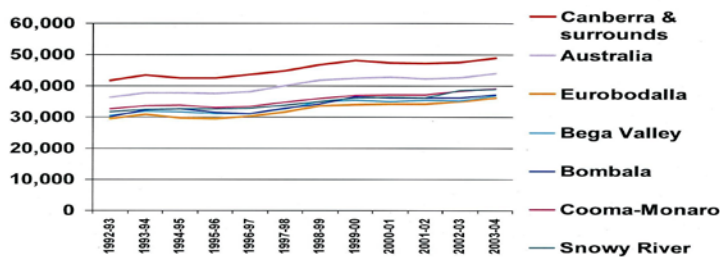
Source: Australian Taxation Office



Source: ABS, Census 2006 & DSE, Victoria in Future 2008.

Source: Prepared for SEACC by Dr Kim Houghton, Strategic Economic Solutions

Income Trends



Source: Prepared for SEACC by Dr Kim Houghton, Strategic Economic Solutions

NSW Shires: Weekly Median Income (\$)

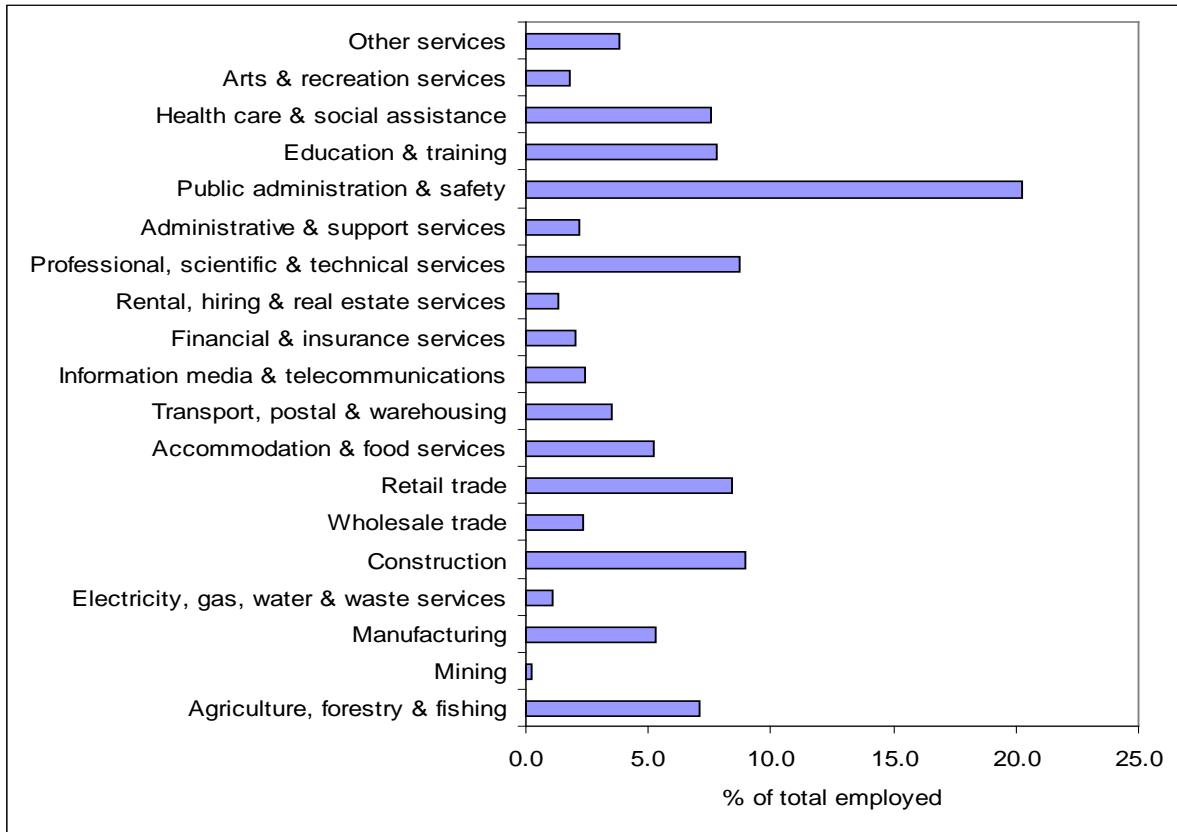
Shires	Individual	Household	Family
Eurobodalla	344	632	769
Shoalhaven	349	659	849
Bega Valley	368	697	898
Bombala	383	734	949
Tumut	385	777	1039
Goulburn	410	840	1070
Illawarra	388	872	1083
Cooma	433	828	1083
Snowy River	542	1051	1194
Queanbeyan	641	1181	1530
Palerang	612	1292	1579
Australia	466	1027	1171

Employment by Industry - Queanbeyan



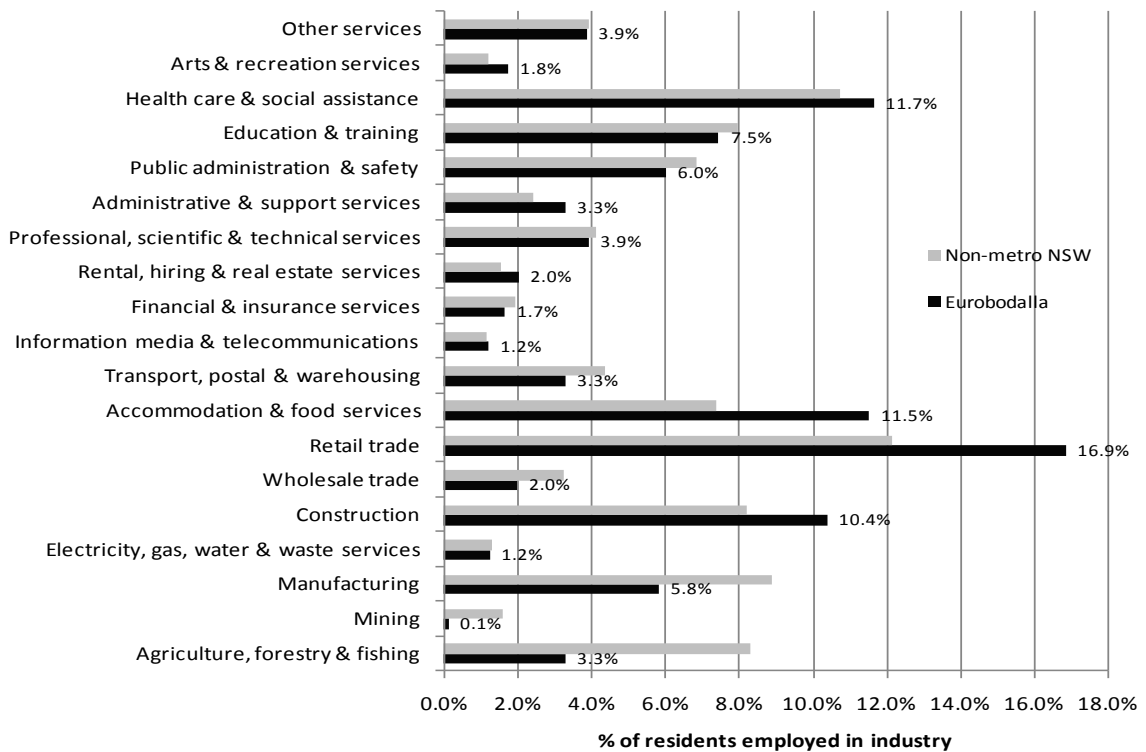
Source: ABS Census 2006

Employment Palerang



Source: ABS Census 2006

Employment Eurobodalla



Source: ABS Census 2006

10.4 Employment Lands

Cardinia Employment Lands

The State Government has made additional land available (approximately 2,500 hectares) for employment inside the urban growth boundary in Cardinia Shire – the Cardinia Employment Lands.

The Cardinia employment lands are located south of the Pakenham Bypass, between Pakenham and Officer (approx 55km SE of Melbourne's CBD). They are expected to eventually provide jobs for up to 50,000 people.

Cardinia Road Employment Precinct (CREP)

CREP is a 602 hectare parcel of land within the Cardinia employment lands, near Pakenham. It has been earmarked as a key regional employment precinct.

Cardinia Shire Council has endorsed the structure plan for CREP. This blueprint is designed to create more than 15,000 jobs, including over 10,000 white and green collar jobs.

South East Business Park

South East Business Park is a ready-to-go. 165 hectare green field site in Cardinia. Council expects up to 4,000 new jobs to be generated in the business park within the next 10-15 years.

10.5 Local Tourism

Bass Coast

The abundance of spectacular coastal views and a significant rise in the variety and quality of tourism product in the region leads to an expectation of continuing strong growth in the industry. There is also significant progress being made towards a vehicular ferry joining the Mornington Peninsula to Cowes.

Tourism is worth an estimated \$443 million annually to Bass Coast Shire. 3.4 million visitors come each year, and around 1.4 million stay at least one night in the Shire. More than half the businesses in the Shire rely upon tourism for their income, and over 2,100 jobs are directly attributable to tourism. (Information taken from Economic Impact of Tourism Report 2005, undertaken by Urban Enterprise Pty Ltd.)

Around two thirds of the visitors come from Melbourne, with an increasing number taking advantage of the improving access from the south eastern suburbs.

There are a number of high profile attractions within the Shire, such as the world famous Penguin Parade, and Grand Prix Circuit. Both attract hundreds of thousands of visitors each year, and whilst the Grand Prix circuit has huge peaks, eg over 100,000 people over a Moto GP weekend, the Penguin Parade has steady visitation all year, with a high proportion of coach traffic.

Visitation to Phillip Island and Bass Coast in general has been increasing steadily each year, particularly with the emergence of Inverloch and other coastal towns becoming more popular. Wonthaggi has also grown into a substantial commercial hub in recent years, and the construction of the Desalination Plant over 2009–2011 will only add to the traffic load.

Bass Coast attracts over 3.4 million visitors annually, of which 94% visit Phillip Island. They spend around \$443 million in the Shire annually (data taken from Economic Impact of Tourism Report – 2005).

The main attractions on Phillip Island are:

- Motor sport – there are three main events throughout the year: Moto GP, World Superbikes and V8 Super Cars. There are also a swag of second tier events throughout the year.
- Penguin Parade and other attractions – The Phillip Island Nature Parks attractions alone bring over one million visitors annually. The Penguin Parade brings many coaches to the Island, which places additional load on the road infrastructure.

Eurobodalla

The latest figures for Eurobodalla Shire indicate that tourism generated \$426 million from 1.288 million visitors in 2008. This is equivalent to sustaining an estimated 2,900 jobs. The vast majority of these visitors come via the Kings and Princes Highways.

10.6 Local Agriculture Forestry and Mining

Bass Coast

Agriculture in Bass Coast is worth around \$107 million annually. Nearly half of this comes from dairy, (\$47 million) followed by cattle and calves (\$33 million) and snow peas (\$10 million). Bass Coast, as with much of Gippsland, is well placed to become an even more important player in the agricultural sector. Climate change is likely to impact less upon Bass Coast than upon many other regions around Australia, and it has a high proportion of existing good quality farmland.

Secure water supply, together with proximity to major distribution points, will stand Bass Coast in good stead, particularly at a time when global food production will struggle to meet demand in coming years. In addition duplication of the highway to Melbourne is well progressed.

Bass Coast Fishing is lumped in with Agriculture and Forestry and the statistics show that there are 504 businesses with turnover more than \$1 million. It does indicate a reduction of people employed in that sector from 1996 to 2006 of 13.7%, which is pretty significant.

Cardinia

VicRoads has recently acknowledged that the upgrading of Healesville-Koo Wee Rup Road is the best option for providing a freeway type link between South Gippsland Highway and Princes highway and is currently undertaking a detailed planning study. This study is for the upgrade of the entire corridor between South Gippsland and Princes Freeway, which includes bypassing the township of Koo Wee Rup in Cardinia Shire.

The bypass would provide more effective access to markets for primary produce, especially asparagus. (The Koo Wee Rup region supplies 80% of Australia's asparagus and is a significant export industry.)

The bypass would also increase access to the Cardinia employment lands, Pakenham for shopping and tourist destinations such as Phillip Island. It would also take heavy traffic out of Koo Wee Rup township and increase amenity and safety for local residents (9,600 vehicles per day currently pass through Koo Wee Rup including 1,150 trucks and buses).

The Lang Lang region contains significant sand resources, making it of State economic importance. As sand supplies are depleted from Melbourne's current sources, increasing reliance will be made on the sand from the Lang Lang area.

As a consequence of the sand extraction, considerable traffic traverses through the Lang Lang town centre. With new sand extraction operations commencing in Cardinia and South Gippsland Shires, the current truck volumes will increase to an estimated 600 trucks per day passing through the township. This will impact on safety, loss of amenity and the failure of local roads, never constructed for such intense truck traffic

Cardinia Shire Council continues to advocate for State funding for a Lang Lang Bypass. Council is supported in its advocacy by the community, neighbouring municipalities, Vic Roads, SEITG, Department of Infrastructure and the mining industry.

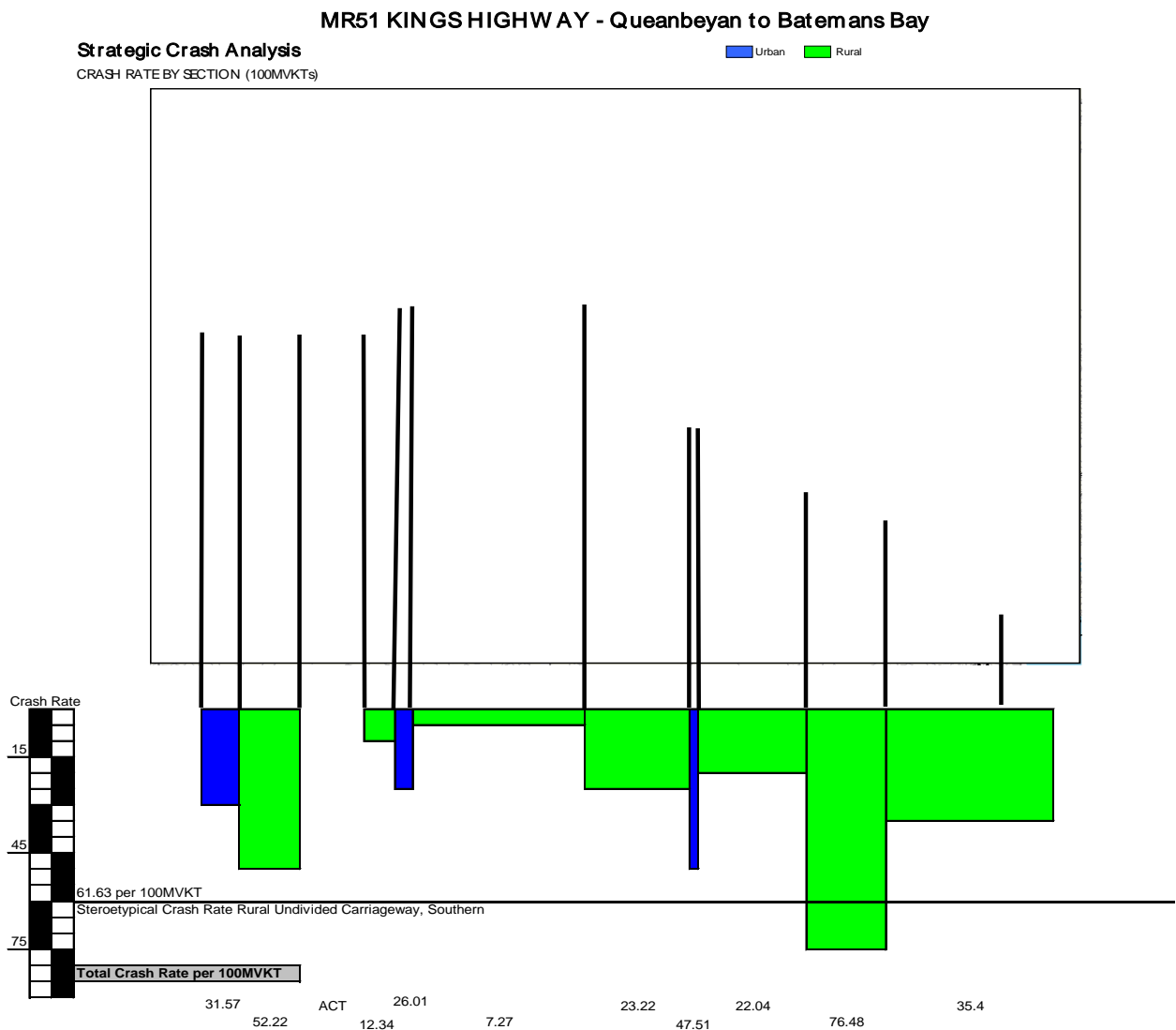
10.7 Selected Crash Data

NSW Princes Highway and Kings Highway

The road network must achieve a balance between commuter, tourism and freight needs. Two roads that demonstrate this need for balance are HW1 Princes Highway and MR51 Kings Highway. Both roads form part of the SEATS strategic transport network and both roads are vital for regional tourism as well as connecting local communities both socially and economically.

It can be seen from the graphs that in the main both the Princes Highway, between Yallah and the Victorian border and the Kings Highway have a crash rate below the regional average for roads of these types.

However, the Kings Highway crash rates peak in Queanbeyan and on the Clyde Mountain. The peak in Queanbeyan is due to it being in a dense urban area, while the peak on Clyde Mountain demonstrates the challenges associated with maintaining road safety in a difficult topographical environment.



Source: NSW RTA

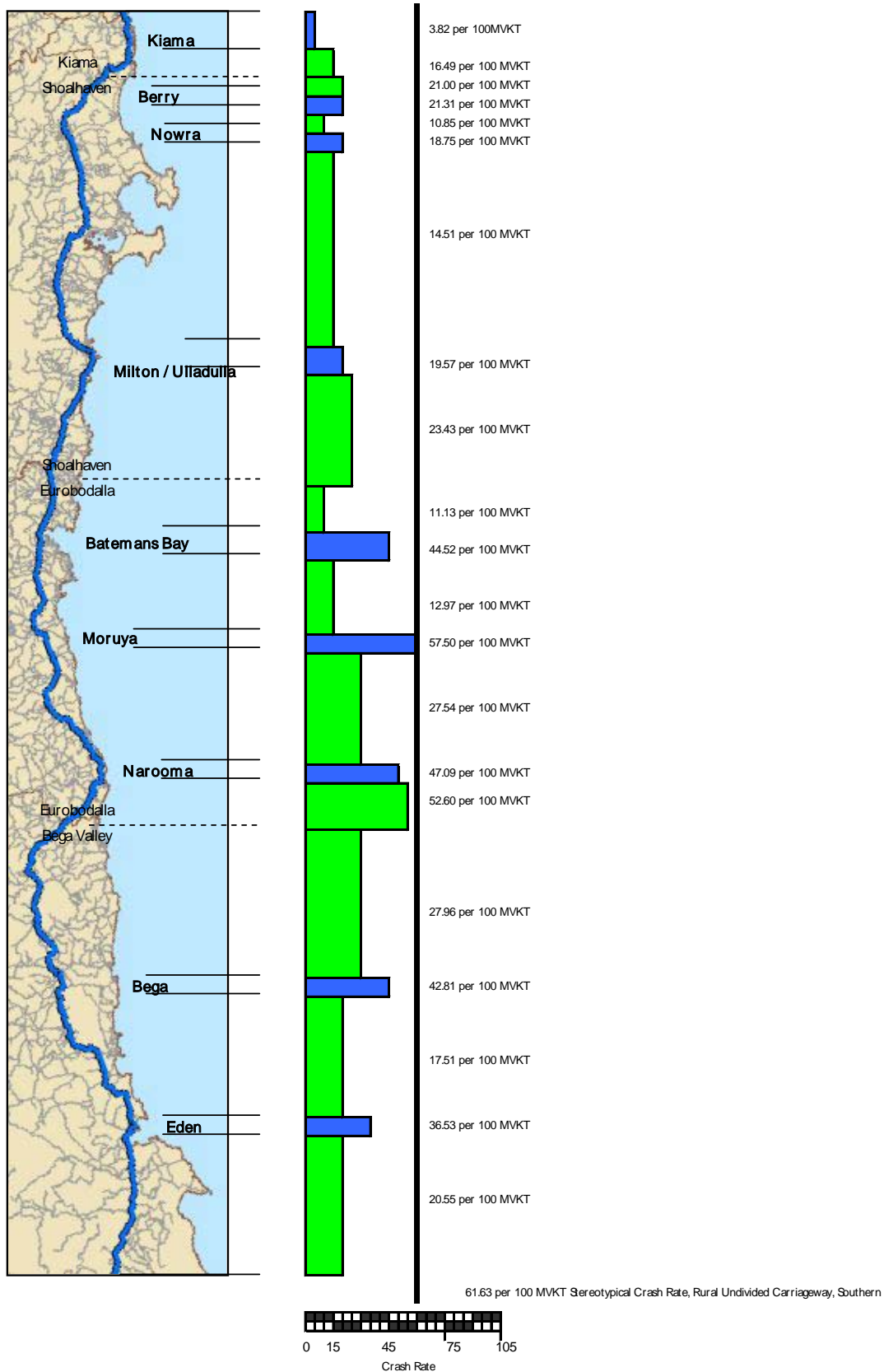
Note: MVKT: Million Vehicle Kilometres Travelled

HW 1 PRINCES HIGHWAY - Kiama to Victorian Border

Strategic Crash Analysis

Urban Rural

CRASH RATE BY SECTION (100MVKTs)



Source: NSW RTA

Note: MVKT: Million Vehicle Kilometres Travelled

Victoria Princes Highway to NSW border and South Gippsland Highway

Princes Highway

1/07/2004 to 30/06/2009

				Fatal	Serious	Other	Total
Bunyip River	83261	Yarragon	115000	1	25	38	64
Yarragon	116700	Trafalgar	122000	2	2	3	7
Trafalgar	124500	Traralgon	160000	3	25	48	76
Traralgon	166218	Rosedale	183000	2	10	9	21
Rosedale	187000	Sale	207000	3	14	8	25
Sale	215000	Stratford	229000	0	8	9	17
Stratford	230139	Bairnsdale	276062	8	11	13	32
Bairnsdale	283970	Nicholson	290550	1	0	6	7
Nicholson	292074	Johnsonville	298874	0	4	2	6
Johnsonville	299714	Swan Reach	301334	1	2	0	3
Swan Reach	303343	Lakes Entrance	313102	2	6	1	9
Lakes Entrance	321607	Nowa Nowa	339009	3	4	5	12
Nowa Nowa	340100	Newmerella	370310	0	6	8	14
Newmerella	371750	Cabbage Tree	402198	2	8	7	17
Cabbage Tree	402198	Cann River	449551	0	12	13	25
Cann River	450961	Border	511701	0	15	8	23
			Total	28	152	178	358

South Gippsland Highway

1/07/2004 to 30/06/2009

				Fatal	Serious	Other	Total
Lang Lang	53199	Korumburra	82393	2	21	15	38
Korumburra	84400	Leongatha	96700		8	6	14
Leongatha	99000	Meeniyan	111960	1	13	10	24
Meeniyan	112000	Toora	146200		10	16	26
Toora	147000	Welshpool	157000		1	4	5
Welshpool	158000	Alberton	178900		3	3	6
Alberton	181000	Yarram	185000				0
Yarram	187000	Woodside	204660	1	2	4	7
Woodside	205500	Longford	250787	1	3	4	8
Longford	251500	Sale	255500	2	2	1	5
			Total	7	63	63	133

Source: VicRoads

List of SEATS Members

AECOM: ATA NSW; Bass Coast Shire; Baw Baw Shire; Bega Cheese; Bombala Shire; Canberra Airport; Cardinia Shire; City of Casey; City of Greater Dandenong; Cooma-Monaro Shire; Dyers Gippsland Transport; East Gippsland Shire; Eurobodalla Shire; Far South Coast RDA Committee Goulburn-Mulwaree Council; Grendas Transit Management; Latrobe City; GHD-Morwell; Gippsland Campus, Monash University; Kiama Council; NatRoads Ltd; NRMA; Port Kembla Port Corporation; Port of Hastings Corporation; Roads - ACT; Softwoods Working Group; Southern Inland RDA Committee; Southern Councils Group (NSW) ; NSW Roads and Traffic Authority; Palerang Council; Queanbeyan City; Shoalhaven City; Shellharbour City Council; Snowy River Shire; Softwoods Working Group; South Gippsland Shire; Tumut Shire; Upper Lachlan Shire; VicRoads; Wellington Shire; Wollongong City Council.

Associate Members: Ralf Kastan Consulting;

Acknowledgements

The South East Australian Strategy Inc (SEATS) gratefully acknowledge the valuable contribution of the following people who gave assistance in the preparation of this document:

Rob Ashworth	Economic Development Manager, Wellington Shire Council
Robyn Brown	Assistant to Design and Construction Engineer at Eurobodalla Shire Council
David Byrne	Director of Engineering Services, Cooma-Monaro Shire Council and Secretary/Treasurer SEATS
Sarah Cooper	Manager Economic Development, Eurobodalla Shire Council
Harvey Dinelli	Manager Program Development VicRoads Eastern Division
Peter Francis	Manager Economic Development, Bass Coast Shire Council
Ken Fraser	Manager Economic Development, Sth Gippsland Shire Council
Vicki Hale	Assistant to Economic Development Manager, Shoalhaven City Council
Rob Howse	Project Officer, NatRoads Ltd
Ralf Kastan	Principal, Kastan Consulting
Jill Lewis	NSW Manager, NSW ATA
Trish McClure	Manager Road Safety and Traffic Management NSW Roads and Traffic Authority
Graeme Middlemiss	Councillor Latrobe City Council and Deputy Chairman SEATS
Greg Miller	Assistant Roads Engineer, Tumut Shire Council and SEATS Executive member
Laurelle Pacey	Freelance Journalist, Pacey Media
Greg Pullen	Manager Economic Development, Shoalhaven City Council and SEATS Executive member
Barry Russell	Former Chairman PHocus Working Party
Alan Scarlett	Campus Manager and Executive Officer to Pro-Vice Chancellor, Monash University Gippsland Campus
Warren Sharpe	Director Roads and Recreation, Eurobodalla Shire Council
Bob Stewart	General Manager, Tumut Shire Council
Chris Vardon OAM	Chief Executive Officer, SEATS
Sue Whelan	Councillor Queanbeyan City Council and Chairman SEATS
David Wilkinson	Economic Development Manager, City of Casey

References

AAA, "Safer Roads Save Lives, Star Ratings for the AusLink National Network in NSW", 2007

Australian Government, "Nation Building, Rail, Road, Education & Research, and Business" 2008

Australian Government Department of Transport and Regional Services (DOTARS), "AusLink White Paper" 2004

Australian Government Department of Transport and Regional Services (DOTARS), "Melbourne – Sale Corridor Strategy" 2007

Australian Government Department of Transport and Regional Services (DOTARS), "Melbourne Urban Corridor Strategy" 2007

Australian Government Department of Transport and Regional Services (DOTARS), "Sydney – Melbourne Corridor Strategy" 2007

Australian Government Department of Transport and Regional Services (DOTARS), "Sydney - Wollongong Corridor Strategy" 2007

Australian Logistics Council, "Contribution of Transport and Logistics to the Economy" 2007

BTRE, "freight measurement and modelling in Australia, report 112" 2006

EconSearch, "Port of Port Kembla Economic Impact Study" 2009

Infrastructure Australia, "A Report to the Council of Australian Governments" 2008

Meyrick and Associates (GHD), "SEATS Strategic Network: a Preliminary Definition" 2007, prepared for SEATS

Meyrick and Associates (GHD), "Gippsland Transport Strategy 2008-2020" 2008, prepared for Gippsland Local Government Network

Meyrick and Associates/EconSearch, "Port of Hastings-Economic Impacts Study" 2007

National Transport Commission, "National Transport Policy framework, a New beginning" 2008

NSW Department of State and Regional Development, "Building the Country Package" 2009

NSW Government, "NSW State Plan, Investing in a better future" 2009

NSW Government Department of Planning, "Sydney-Canberra Corridor Regional Strategy 2006-2031," 2008

NSW Government Department of Planning, "Illawarra Regional Strategy 2006 – 31" 2007

NSW Government Transport and Infrastructure, "Integrated Land Use and Transport Planning" 2002

NSW Roads and Traffic Authority, "Network and Corridor Planning Practice Notes" 2008

NSW Roads and Traffic Authority, "Princes Highway Safety Review" 2004

NSW Treasury, "NSW State Infrastructure Strategy 2008-09 to 2017-18" 2008

RACV, "Safer Roads Save Lives, Star Ratings for Victoria's Country Highways", 2008

Timber Towns Victoria, "Timber Industry Roads Evaluation Study" 2001

VicRoads, "A Stitch in Time – Victoria's Road Maintenance Strategy" 1993

Victorian State Government, Department of Innovation, Industry and Regional Development, "Moving Forward: Making Provincial Victoria the Best Place to Live Work and Invest" 2005

Victorian State Government Department of Primary Industry, "Future Farming: productive, competitive and sustainable" 2008

Victorian State Government Department of Transport, "Freight Futures 2008 Victorian Freight Network Strategy for a More Prosperous and Liveable Victoria" 2008

Victorian State Government, "Port Futures New Priorities and Directions for Victoria's Port System" 2009

Victorian State Government Department of Transport, "The Victorian Transport Plan" 2008

Victorian State Government, Municipal Association of Victoria, Victorian Local Roads: critical links in the national supply chain" 2009

Mapping showing the SEATS region, employment and industries in each local area within SEATS region and the major road, rail, air and sea transport links are shown on the home page of the SEATS website www.seats.org.au